



# R &T

# E-Blitz

**Inside this issue:**

Retrospective:  
Road & Track's  
Coverage of  
Opel 1968-1975

Volume E, Issue 02B

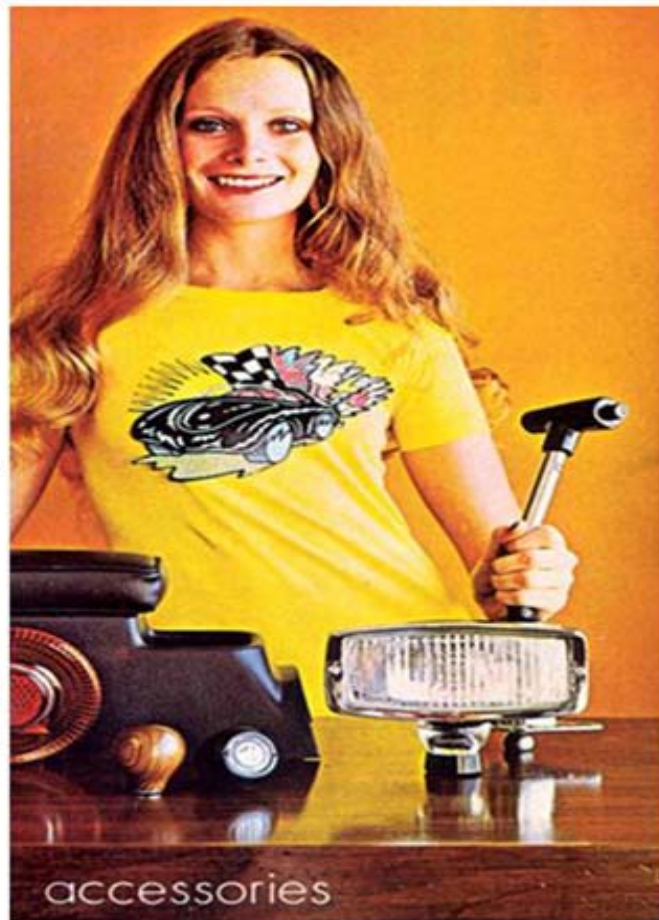
Digital Prototype #2B, 2015



tune-up parts



"The  
Missing  
Opel  
Book"



accessories





Abarth Gold Portfolio 1960-1971  
 AC Ace & Aceca 1953-1963  
 Alfa Romeo Giulietta Gold Portfolio 1954-1965  
 Alfa Romeo Giulia Berlina 1962-1976  
 Alfa Romeo Giulia Coupes 1963-1976  
 Alfa Romeo Giulia Coupes Gold P. 1963-1976  
 Alfa Romeo Spider 1966-1990  
 Alfa Romeo Spider Gold Portfolio 1966-1991  
 Alfa Romeo 164 1972-1984  
 Alfa Romeo Alfetta Gold Portfolio 1972-1987  
 Alfa Romeo Alfetta GTV6 1980-1986  
 Alfasud Gold Portfolio 1937-1959  
 Alfasud Gold Portfolio 1919-1967  
 AMX & Javelin Muscle Portfolio 1968-1974  
 Armstrong Siddeley Gold Portfolio 1935-1960  
 Aston Martin Gold Portfolio 1972-1985  
 Aston Martin DB 1972-1984  
 Audi Quattro Gold Portfolio 1960-1991  
 Austin A3 & A35 1951-1962  
 Austin Healey 100 & 100E Gold P. 1952-1959  
 Austin Healey 3000 Gold Portfolio 1959-1967  
 Austin Healey Sprite 1958-1971  
 BMW Six Cylinder Muscle Portfolio 1964-1974  
 BMW Six Cylinder Coupes 1969-1975  
 BMW 1600 1950-1959  
 BMW 2000 Gold Portfolio 1956-1961  
 BMW 2002 Gold Portfolio 1965-1976  
 BMW 316, 318, 320 (4 cy.) Gold P. 1975-1990  
 BMW 320, 323, 325 (6 cy.) Gold P. 1977-1990  
 BMW M Series Performance Portfolio 1976-1993  
 BMW 5 Series Gold Portfolio 1961-1967  
 Bicknoll Gold Portfolio 1974-1975  
 Bristol Cars Gold Portfolio 1944-1962  
 Buick Automobiles 1947-1950  
 Buick Muscle Cars 1950-1970  
 Cadillac Automobiles 1949-1959  
 Cadillac Automobiles 1960-1969  
 Changer Muscle Portfolio 1968-1974  
 Chevrolet 1955-1957  
 Chevrolet Impala & SS 1958-1971  
 Chevrolet Corvair 1959-1969  
 Chevy II & Nova SS Muscle Portfolio 1962-1974  
 Chevy El Camino & SS 1969-1987  
 Chevrolet & SS Muscle Portfolio 1964-1972  
 Chevrolet Muscle Cars 1956-1971  
 Chevy Blazer 1969-1981  
 Chevrolet Corvette Gold Portfolio 1963-1967  
 Chevrolet Corvette Sting Ray Gold P. 1963-1967  
 Chevrolet Corvette Gold Portfolio 1968-1977  
 High Performance Corvettes 1963-1969  
 Camaro Muscle Portfolio 1967-1973  
 Chevrolet Camaro 229 & SS 1966-1973  
 Chevrolet Camaro 229 & SS 1981  
 High Performance Camaros 1982-1988  
 Chrysler 300 Gold Portfolio 1955-1970  
 Chrysler Valiant 1960-1962  
 Citroen Traction Avant Gold Portfolio 1934-1957  
 Citroen 2CV Gold Portfolio 1948-1989  
 Citroen DS & ID 1955-1975  
 Citroen DS & ID Gold Portfolio 1955-1975  
 Citroen SM 1966-1975  
 Cobras & Replicas 1962-1983  
 Shelby Cobra Gold Portfolio 1962-1969  
 Cobras & Cobra Replicas Gold P. 1962-1980  
 Cunningham Automobiles 1951-1955  
 Daimler SP20 Sports & V4 250 Saloon  
 Gold Portfolio 1956-1969  
 Datsun Roadsters 1962-1971  
 Datsun 240Z 1970-1972  
 Datsun 280Z & ZX 1973-1983  
 The De Lorean 1977-1993  
 Dodge Muscle Cars 1967-1970  
 Dodge Viper on the  
 ERA Gold Portfolio  
 Exotic Collector  
 Ferrari Dino 1954-1961  
 Ferrari Dino 1961-1971  
 Ferrari 308 & Mondial  
 Fiat 500 Gold Portfolio  
 Fiat 600 & 850 Gold  
 Fiat Primitiva 124  
 Fiat-Bianchi X19 1  
 Fiat Abarth Portfolio  
 Ford Consul, Zephyr  
 Ford Zephyr, Zephyr, Consul, Ford Consul 1962-1971  
 Ford Consul & GT 1967-1975  
 High Performance Capris Gold Portfolio 1969-1991  
 Capri Muscle Portfolio 1974-1987  
 High Performance Escorts 1979-1991  
 High Performance Escorts Mk1 1968-1974  
 High Performance Escorts Mk1 1975-1980  
 High Performance Escorts 1980-1985  
 High Performance Escorts 1985-1990  
 High Performance Escorts & Markens  
 Gold Portfolio 1963-1990  
 Ford Automobiles 1949-1959  
 Ford Fairlane 1955-1970  
 Ford Ranchero 1957-1959  
 Ford Thunderbird 1955-1967  
 Ford Thunderbird 1968-1983  
 Ford Thunderbird 1964-1976  
 Ford GT40 Gold Portfolio 1964-1967  
 Ford Bronco 1966-1977  
 Ford Bronco 1978-1988  
 Holden 1945-1962  
 Honda CRX 1982-1987

**International Scout Gold Portfolio 1961-1980**  
Isuzu 1953-1964  
Iso & Bizzarini Gold Portfolio 1962-1974  
Jaguar and SS Gold Portfolio 1931-1951  
Jaguar XK120, 140, 150 Gold P. 1948-1960  
Jaguar Mk.VII, VIII, IX, X, 420 Gold P. 1950-1970  
Jaguar Mk.I & Mk.2 Gold Portfolio 1958-1969  
Jaguar E-Type Gold Portfolio 1961-1971  
Jaguar E-Type V12 1971-1975  
Jaguar XJ12, XJ.S, V12 Gold P. 1972-1990  
Jaguar XJS Series I & II Gold P. 1958-1979  
Jaguar XJS Series III 1979-1986  
Jaguar XJS Gold Portfolio 1985-1994  
Jaguar XJS Gold Portfolio 1975-1989  
Jeep CJ5 & CJ6 1960-1976  
Jeep CJ5 & CJ7 1976-1986  
Jensen Cars 1946-1967  
Jensen Cars 1967-1979  
Jensen Interceptor Gold Portfolio 1966-1986  
Jensen Healey 1972-1975  
Jensen Healey 1975-1984  
Lamborghini Countach & Urraco 1974-1980  
Lamborghini Countach & Jalpa 1980-1985  
Lancia Fulvia Gold Portfolio 1963-1976  
Lancia Beta Gold Portfolio 1972-1984  
Lancia Delta Gold Portfolio 1970-1994  
Lancia Stratos 1972-1985  
Land Rover Series I 1948-1958  
Land Rover Series I & IIa 1958-1971  
Land Rover Series III 1971-1985  
Land Rover Defender Gold Portfolio 1983-1994  
Land Rover Discovery 1989-1994  
Lincoln Ford Portfolio 1949-1960  
Lincoln Continental 1961-1969  
Lincoln Continental 1969-1976  
Lotus Sports Racers Gold Portfolio 1953-1955  
Lotus & Caterham Seven Gold P. 1957-1989  
Lotus Elite 1957-1964  
Lotus Elite & Ecstai 1974-1982  
Lotus Elan Gold Portfolio 1962-1974  
Lotus Elan Collection No. 2 1983-1992  
Lotusian & SE 1969-1992  
Lotus Cortina Gold Portfolio 1963-1970  
Lotus Europa Gold Portfolio 1966-1975  
Lotus Elite & Ecstai 1974-1982  
Lotus Turbo Esprit 1980-1986  
Mazda Cars 1960-1988  
Maserati 1965-1970  
Maserati 1970-1975  
Mercedes 190 & 300 SL 1954-1965  
Mercedes 230CE/280SL 1963-1971  
Mercedes C Wagen 1951-1994  
Mercedes Benz SL's & SLCs Gold P. 1971-1989  
Mercedes S & G 1905-1952  
Mercedes S Class 1972-1979  
Mercedes SL Performance Portfolio 1989-1994  
Mercury Muscle Cars 1966-1971  
Messerschmitt Gold Portfolio 1954-1964  
MG Gold Portfolio 1929-1939  
MG TA & TC Gold Portfolio 1936-1949  
MG TD 417 Gold Portfolio 1949-1955  
GTA & Twin Cam Gold Portfolio 1955-1962  
MG Midget Gold Portfolio 1961-1979  
MGB Roadsters 1962-1980  
MGB MGC & V8 Gold Portfolio 1962-1980  
MGB GT 1965-1980  
Mini Gold Portfolio 1959-1969  
Mini Gold Portfolio 1959-1980  
High Performance Minis Gold Portfolio 1980-1973  
Mini Cooper Gold Portfolio 1961-1971  
Mini Moke Gold Portfolio 1984-1994  
Mopar Muscle Cars 1964-1967

**Jag Sports Cars 1952-1990**  
**Lustang 1964-1977**  
**XK-ZX & Turbo 1954-1984**  
**Couche 1960-1983**  
**Couche 1951-1967**  
**Couche 1968-1971**

Pantera Gold Portfolio 1970-1989  
Panther Gold Portfolio 1972-1990  
Plymouth Muscle Cars 1966-1971  
Pontiac Tempest & GTO 1961-1965  
Pontiac Muscle Cars 1966-1972  
Pontiac Firebird & Trans-Am 1973-1981  
High Performance Firebirds 1982-1988  
Porsche Fiero 1904-1983  
Porsche 356 Gold Portfolio 1953-1965  
Porsche 911 1965-1969  
Porsche 911 1970-1972  
Porsche 911 1973-1977  
Porsche 911 Carrera 1973-1977  
Porsche 911 Turbo 1975-1984  
Porsche 911 SC & Turbo Gold Portfolio 1978-1989  
Porsche 911 Carrera & Turbo Gold P. 1984-1989  
Porsche 914 Collection No. 1 1969-1983  
Porsche 914 Gold Portfolio 1969-1976  
Porsche 924 Gold Portfolio 1975-1988  
Porsche 928 Performance Portfolio 1977-1994  
Porsche 944 Gold Portfolio 1981-1991

Range Rover Gold Portfolio 1970-1995  
Range Rover Gold Portfolio 1986-1995  
Reliant Scimitar 1964-1966  
Riley Gold Portfolio 1924-1939  
Riley 1.5 & 2.5 Litre Gold Portfolio 1945-1955  
Rolls Royce Silver Cloud & Bentley 'S' Series  
Gold Portfolio 1955-1965  
Rolls Royce Silver Shadow Gold P. 1965-1980  
Rolls Royce & Bentley Gold P. 1960-1985  
Rover P. 1949-1959  
Rover P4 1964-1969  
Rover 3 & 3.5 Litre Gold Portfolio 1958-1973  
Rover 2000 & 2200 1953-1977  
Rover 3500 1968-1977  
Rover 3500 & Vitesse 1976-1986  
Saab Sonett Collection No. 1 1966-1974  
Saab Turbo 1976-1983  
Shudebake Gold Portfolio 1947-1956  
Shudebake Hawks & Links 1955-1953  
Aston 1952-1959  
Sunbeam Tiger & Alpine Gold P. 1959-1967  
Toyota MG 1984-1986  
Toyota Land Cruiser 1956-1984  
Triumph TR2 & TR3 Gold Portfolio 1952-1961  
Triumph TR4, TR5, TR250 1961-1968  
Triumph TR6 Gold Portfolio 1969-1976  
Triumph TR7 & TR6 Gold Portfolio 1975-1982  
Triumph Herald 1958-1971  
Triumph Vitesse 1965-1971  
Triumph Spitfire Gold Portfolio 1962-1980  
Triumph 2000, 2.5, 2500 1963-1977  
Triumph GT6 Gold Portfolio 1966-1974  
Triumph Stag 1970-1980  
TVR Gold Portfolio 1959-1986  
TVR Performance Portfolio 1985-1994  
VW Beetle Gold Portfolio 1936-1967  
VW Beetle Gold Portfolio 1968-1985  
VW Beetle Gold Portfolio No. 1 1970-1982  
VW Karmann Ghia 1955-1992  
VW Bus, Camp, Van 1954-1967  
VW Bus, Camp, Van 1968-1979  
VW Bus, Camp, Van 1979-1989  
VW Scirocco 1974-1981  
VW Golf GT 1976-1986  
VW PV44 & PV544 1945-1965  
Volvo Amazon-120 Gold Portfolio 1966-1970  
Volvo 1800 Gold Portfolio 1960-1975

Forty Years of Selling Volvo

**BROOKLANDS ROAD & TRACK SERIES**

Road & Track on Alfa Romeo 1949-1963  
Road & Track on Alfa Romeo 1964-1970  
Road & Track on Alfa Romeo 1971-1976  
Road & Track on Alfa Romeo 1977-1989  
Road & Track on Aston Martin 1952-1990  
R & T on Aston Martin 1952-1990  
Road & Track on Audi & Auto Union 1952-1960  
Road & Track on Audi & Auto Union 1980-1986  
Road & Track on Austin Healey 1953-1970  
Road & Track on BMW Cars 1966-1974  
Road & Track on BMW Cars 1975-1978  
Road & Track on BMW Cars 1979-1983  
R & T on Cobra, Shelby & Ford GT40 1962-1982  
Road & Track on Corvette 1953-1962  
Road & Track on Corvette 1965-1982  
Road & Track on Corroiss 1982-1986  
Road & Track on Corroiss 1986-1990  
Road & Track on Datsun 2 1970-1983  
Road & Track on Ferrari 1975-1981  
Road & Track on Ferrari 1981-1984  
Road & Track on Ferrari 1984-1988  
Road & Track on Fiat Sports Cars 1958-1987  
Road & Track on Jaguar 1950-1960  
Road & Track on Jaguar 1961-1968  
Road & Track on Jaguar 1968-1974  
Road & Track on Jaguar 1974-1982  
Road & Track on Jaguar 1983-1989  
Road & Track on Lamborghini 1964-1985  
Road & Track on Lotus 1972-1981  
Road & Track on Maserati 1952-1974  
Road & Track on Maserati 1975-1983  
R & T on Mazda R107 & MX5 Miata 1985-1991  
Road & Track on Mercedes 1952-1962  
Road & Track on Mercedes 1963-1970  
Road & Track on Mercedes 1971-1979  
Road & Track on Mercedes 1980-1987  
Road & Track on MG Sports Cars 1949-1961  
Road & Track on MG Sports Cars 1962-1980  
Road & Track on MG-MX 1964-1977  
R & T on Nissan 300ZX & Turbo 1984-1989  
Road & Track on Pontiac 1960-1993  
Road & Track on Porsche 1952-1962  
Road & Track on Porsche 1968-1971  
Road & Track on Porsche 1972-1975  
Road & Track on Porsche 1975-1978  
Road & Track on Porsche 1979-1982  
Road & Track on Porsche 1982-1985  
Road & Track on Porsche 1985-1993  
R & T on Rolls Royce & Bentley 1950-1965  
R & T on Rolls Royce & Bentley 1966-1984  
R & T on Rolls Royce 1972-1992  
R & T on Toyota Sports & GT Cars 1956-1984  
R & T on Triumph Sports Cars 1953-1974  
R & T on Triumph Sports Cars 1987-1974

R & T on Triumph Sports Cars 1974-1982  
Road & Track on Volkswagen 1951-1988  
Road & Track on Volkswagen 1968-1978  
Road & Track on Volkswagen 1978-1985  
Road & Track on Volvo 1957-1974  
Road & Track on Volvo 1977-1994  
R & T - Henry Manney at Large & Abroad  
R & T - Peter Egan's "Side Glances"

**BROOKLANDS CAR AND DRIVER SERIES**

Car and Driver on BMW 1955-1977  
Car and Driver on BMW 1977-1985  
Car and Driver on Cobra, Shelby & Ford GT40 1963  
Car and Driver on Corvette 1956-1967  
Car and Driver on Corvette 1968-1977  
Car and Driver on Corvette 1978-1982  
Car and Driver on Corvette 1983-1985  
Car and Driver on DeSoto - 1600 & 2000 1962-1984  
Car and Driver on Ferrari 1955-1962  
Car and Driver on Ferrari 1963-1975  
Car and Driver on Ferrari 1976-1983  
Car and Driver on Mopar 1956-1967  
Car and Driver on Mopar 1968-1975  
Car and Driver on Mustang 1964-1972  
Car and Driver on Pontiac 1961-1975  
Car and Driver on Porsche 1955-1962  
Car and Driver on Porsche 1963-1970  
Car and Driver on Porsche 1970-1976  
Car and Driver on Porsche 1977-1981  
Car and Driver on Porsche 1982-1986  
Car and Driver on Saab 1964-1985  
Car and Driver on Volvo 1955-1986

- PC on Austin A40 Restoration
- PC on Land Rover Restoration
- PC on Metalworking in Restoration
- PC on Midget/Sprite Restoration
- PC on Mini Cooper Restoration
- PC on MGB Restoration
- PC on Morris Minor Restoration
- PC on Sunbeam Rapier Restoration
- PC on Triumph Herald/Vitesse
- PC on Spitfire Restoration
- PC on Beetle Restoration
- PC on 1900s Car Restoration

Chevy 265 & 283  
Chevy 302 & 327  
Chevy 348 & 409  
Chevy 350 & 400  
Chevy 396 & 427  
Chevy 454 thru 512  
Chrysler Hemi  
Chrysler 273, 318, 340 & 360  
Chrysler 361, 380, 400, 413, 426, 440  
Ford 289, 302, Boss 302 & 351W  
Ford 351C & Boss 351  
Ford Big Block

- Auto Restoration Tips & Techniques
- Basic Bodywork Tips & Techniques
- Basic Painting Tips & Techniques
- Camaro Restoration Tips & Techniques
- Chevrolet High Performance Tips & Techniques
- Chrysler Engine Swapping Tips & Techniques
- Chrysler-Cadillac Pickup Repair
- Cobra Engine Swapping Tips & Techniques
- Custom Painting Tips & Techniques
- Engine Swapping Tips & Techniques
- Ford Pickup Repair
- How to Build a Street Rod
- Land Rover Restoration Tips & Techniques
- MG "T" Series Restoration Guide
- MG4 Restoration Guide
- Mustang Restoration Tips & Techniques
- Mustang Performance - Chameleons of the '60s
- Performance Tuning - Endnote of the '60s

Allied Military Vehicles No.1 1942-1945  
 Allied Military Vehicles No.2 1941-1946  
 Complete WW2 Military Jeep Manual  
 Dodge Military Vehicles No.1 1940-1945  
 Halt To The Jeep  
 Land Rovers in Military Service  
 Military & Civilian Ambulances 1940-1990  
 Off Road Jeeps: Cdv. & Mbl. 1944-1971  
 US Military Vehicles 1941-1945  
 US Army Military Vehicles WW2-TM9-2000  
 VW Kube/wagon Military Portfolio 1940-1990  
 WW2 Jeep Military Portfolio 1941-1945  
 1755



## The “Missing Opel Book”

Perhaps the best Opel books in terms of page count and value are the "Portfolio" paperbacks, that include original drive tests and other coverage drawn from numerous magazine articles published many years ago. Portions of those were re-printed in older Opel Club issues, but contrary to an impression that may have been given, they do not contain all there is to know!

Recently a news article appeared about unpublished original auto magazine notes, photos, and other materials, which were being made available for public inspection at a university archive. This brought back memories in particular of Opel-related coverage from Road and Track magazine, with a focus on the peak US-export Opel era of 1968-1975.

Unfortunately, inquiries to the archive revealed that no Opel-related materials apparently survived to make it through processing by staff for this special collection. This compounds an apparent slight by existing publishers, who compiled R&T articles for numerous other makes, but apparently did not find their Opel coverage worthy of a book edition!

What we did get, was some brief internal correspondence concerning advertising rates in the early 1970's, combined with a analysis of overlaps of editorial coverage with ads (for several product manufacturers, including Opel). The actual documents were heavily restricted from use, per terms that are commonly applied to vintage materials by archives nowadays. (Some of the terms of those restrictions, are on a back page, for your information and possible amusement).

This opened a narrow legal window, for a critical re-evaluation of a sampling of ads and editorial notes concerning Opel cars, as well as vintage aftermarket products made for them, within exclusions provided by present-day copyright statutes for materials distributed without cost online. So we revisited a stack of old-time R&T issues, capturing lots of writing and “eye-candy” from works of teams of automotive industry professionals, to give our readers a glimpse of a superior level of quality that a “free” online “E-Blitz” could provide (versus overpriced & money-losing print).

R&T has its own unique and distinguished history since it's late 1940's inception, as one editor put it "...we pride ourselves not only giving you the facts, but also in presenting them to you in a manner that has some literary quality.." A bit more about the background of the time frame we're focusing on here, appears on a following page (after the editorial).



### **“Why not ‘Car and Driver’?”**

GM's ire was aroused,  
by C&D's evaluation of the  
then-new 1968 Kadett wagon,  
amongst the background  
of an automotive junkyard!

*In response, GM limited  
their cooperation with  
the magazine, including  
a withdrawal of advertising.*

Opelclub.com ©2015

## **DID YOU MISS IT ON THE NEWSSTANDS?**



### **YOU CAN STILL SEND IN FOR YOUR COPY OF SPORTS & GT CARS 73.**

This is **ROAD & TRACK's**  
special issue of tests on 37 cars.  
Complete data and objective  
evaluation. The cars include:

Alfa Romeo 2000 GTV  
BMW 3.0 CS  
Camaro  
Capri  
Citroen SM  
Corvette  
Datsun 240Z  
Ferrari Dino  
Ferrari 365  
Fiat 128 SL  
Fiat 124  
Fiat X1/9  
Jaguar V-12  
Jensen  
Jensen-Healey  
Lamborghini  
Lotus Europa  
Maserati Bora  
Mercedes 450SL  
MGB  
MG Midget  
Open GT  
Opel Manta  
Pantera  
Pontiac Firebird  
Porsche 914  
Porsche 911  
Renault 17  
Saab Sonett  
Toyota Celica  
Triumph Spitfire  
Triumph GT6  
Triumph TR-6  
Triumph Stag  
TVR 2500M  
Volvo 1800ES

### **Note: Marketing #101**

*Why advertise it (if it can't  
even be spelled correctly)?*

## **Editorial**

### **What's an "E-Blitz"?**

It's a *new OMC prototype* that's presently in development.

Within this format, "supplemental" coverage that for various reasons doesn't make it into the print-version OMC Blitz can appear (at minimal, if any, additional cost to the club itself).

### **Why is there an E-Blitz?**

*Differing circumstances motivated this document.*

The first goal was getting OMC back to a uniform branding situation where a newsletter could be obtained from the official website for the Opel Motorsport Club (as was done here, exclusively, for years).

*It was important to restore that function to resolve a situation where recent publications have been diverted elsewhere.*

Another goal was to revisit the editorial standards of "old" Blitz issues. This innovation allows OMC to revive its long-standing function of providing information such as tech notes that Opel owners can rely on (which stands in contrast to other venues, where less-reliable marketing-based messages have been allowed to proliferate).

A related benefit is a better positioning of the image of OMC, through this method of providing standardized sample downloads in front of the "paywall" (for easier comparison to messages that include mis-characterizations about OMC—which seem to be caught in current "groupthink" tendencies on some social media).

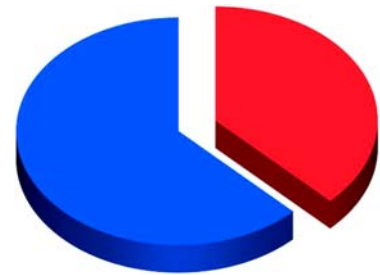
Finally, we hoped this provision of a second full-length 2015 "prototype" would help to make up the balance of unpublished print-version Blitzes (to members who paid for bi-monthlies in 2014 but are scheduled to receive quarterlies in 2015).

*Some of OMC's old-timers feel that regardless of circumstances that we should always act with "goodwill" (including keeping our word), in accordance with Article II of OMC's By-Laws.*

### **What will happen next?**

While this document is formatted so pages can be printed using any basic computer, at this time any dedicated publication or archival functions will require further technical development (that will have to be worked out, under the authority of the OMC Webmaster).

**In the meantime, please enjoy OMC's retrospective of "The Missing Opel Book" in the following pages.**



### **Budgetary Impact ?**

*A net cost of \$0.00 (zero)  
from OMC's treasury was required  
for this publication.*



### **Other Coverage ?**

*Those looking for announcements  
and details of OMC Club events,  
are referred to the  
print-version OMC Blitz.*



## The Times of Road & Track

Automotive manufacturing and production was the main driver of economic growth for over a half-century within the USA. By the 1950's it wasn't unusual to hear repetitions of the statement "what's good for General Motors is good for America."

That changed by the 1970's, as per Hemming's, "the big-bore American muscle car was strangled by emissions and fuel crises, forcing innumerable buyers to look into smaller cars for driving pleasure."

To revisit that context we're summarizing concerns reported by Road & Track in the peak 1968-1975 Opel era.



### Urban Air Quality (1970)

#### Government Intervention

Numerous regulations were somewhat arbitrarily enforced in the late 1960's-early 1970's, with mandates for engines that would run on unleaded fuel, for exhaust emissions within tight limits, and for improved safety features.

In the case of US-export Opels, GM engineers simply de-tuned the motor output through alterations of the pistons for a lower compression ratio and a re-curve of the distributor for less advanced ignition timing (starting with 1971 models). Other additions included emission-control hardware and some rather primitive and confining seat belt configurations.



#### Cost Control

These came from different factors. Increasing damage frequency and accident-payout amounts attributed to the "musclecar" sector led to readjustments in insurance coverage and cost by 1970.

This was compounded by changes in the exchange rates between a falling US dollar and a resurgent Deutschmark from 1970-1975, which raised the costs of importing German-built sedans.

### Import Costs/Exchange Rates

#### Other Issues

As a Newport Beach-based periodical whose interests didn't end at the US border, R&T was particularly well-situated to record trends and changes motivating import car sales, during the 1968-1975 peak US Opel era.

Imports as a sector of new US car sales grew from 11% in 1970 to 16% in 1971 (42% share of the Southern California market), and this trend exploded when gasoline became more expensive (when you could find it).



### Fuel Crises (1973, 1979)

Opels did enjoy a brief resurgence in Spring 1974, when Buick shifted marketing in its favor and buyers flocked back to the dealerships seeking higher-efficiency 20mpg sedans.

But shoppers reportedly were redirected when a smaller Buick was introduced later that year, and as a result the Opel marquee surrendered considerable market share. Ultimately the German-made Opels dropped from the Number 2 import brand in 1968 (at just under 100,000 sales) to somewhere way behind Toyota and Datsun by 1975 (with U.S. sales reportedly numbering about 15,000 for its final imported model).

Opel Rallye Kadett. Manufacturer's suggested retail price: \$2325.26, includes Federal Excise Tax, suggested dealer delivery and handling charge. Transportation charges, accessories, optional equipment (chrome wheels on model shown below \$62.30 additional), state and local taxes additional.



## The Mini-Brute shows its stripes.



Buick's Opel Rallye Kadett.

The economy import that's literally built for the toughest driving you can dish out—in rallies or otherwise.

Look under the stripes to see what we mean. Standard features include: An 80 horsepower (1500 c.c.) cam-in-head engine (equipped with an alternator instead of a generator). Available: a 102 (1900 c.c.) cam-in-head version. Special ratio 4-speed console mounted transmission. New heavy-duty clutch, drive line and rear axle. Power assisted front disc brakes. New, stronger front suspension and steering. A completely new rear suspension with coil springs—three link and track bar design. Roller bearings for all four wheels.

And then there are the obvious good things. Radial-ply tires. Simulated wood three-spoke steering wheel. Special console-mounted instrument cluster, including oil pressure and ampere gauges and electric clock. 0.1 mile odometer. Tach. Fog lamps. Comfortable front bucket seats.



You can find out more about the Rallye Kadett (like which of the four exclusive Rallye paint colors you prefer) and the five other Mini-Brute models at your nearest Buick-Opel Dealer.

Here are a few examples of the way Opel Kadetts have shown their stripes. With records in some of the world's most punishing 4-10 day car contests—over all types of roads and through all kinds of driving conditions—these rallies are severe tests of a car's durability. And Opel Kadetts outlasted all other cars in their class.



**Rallye Monte Carlo**  
January 11-22, 1967  
1st in class—Lambart

**Tour d'Europe**  
September 1-10, 1966  
1st in class—Beck  
2nd in class—Lambart

**Rallye dei Fiori**  
February 22-26, 1967  
1st in class—Beck/Heuser  
2nd in class—Lambart/Vogt

**Tour d'Europe**  
September 4-16, 1967  
1st in class—Falkenberg/Maarfeld  
2nd in class—Arend/Spork

## Buick's New Opel Kadett.



## **The Kadett Years (1967-1970)**

As the #2 selling import car in the middle 1960's (second only to Volkswagen), Road & Track certainly took note of the Opel line.

We start here with the "modern era" Kadett B series, which received feature coverage from 1967-1970.



### **Road Test:**

#### **Kadett Rallye 1.1L (October 1967)**

R&T's writers were pleased with the responsiveness of the 1967 Kadett Rallye, even praising how its tiny 1.1 liter motor responded smoothly up to a high-revving 4500rpms's in typical driving. "The Opel invites brisk driving, even on brief acquaintance...the driver's seating position is high and commanding so that the all-round view combines with the extremely responsive steering to inspire confidence even in close-quarter maneuvering..." On the downside, "neither is it altogether happy on any but the smoothest roads, as the stiff-kneed suspension tends to get hoppy on uneven surfaces".

Although the Kadett was praised as being "more fun to drive in short-haul traffic conditions or where quick maneuvering is required...a zippy little bucket that would be fun to have for a second car," R&T also trashed its styling (they didn't like the matte black hood because it required washing!) and recommended purchase of a 1500cc Ford Cortina GT over it.

Their editorial stance, may have been influenced by their terming of this Kadett as a "captive import," reminding the public of the "orphan" status of owners of Opels formerly sold from 1957 through 1962 (which suffered when GM dealer support was temporarily withdrawn circa 1963). Now forty-eight years later this is critical, as part availability for a unique '67 model is hit-or-miss for many items. *Note: This article was reprinted in the 1/1994 Blitz.*

### **Road Test:**

#### **Kadett Rallye 1.9L (March 1968)**

"Bigger engine and bigger performance for only a little more money" is how this profile opened.

While attempting to once again critique General Motors, R&T found itself praising the many available model variations (fastback, 2 door sedan, coupe and wagon\*\*), option packages like the LS, and choices of the 1.1, 1.5 or 1.9 liter engine versions, that came with the 1968 model year Kadett. "Super Sleeper" is how they described their test-version Rallye, which came with the 1.9 and 3.67:1 rear axle ratio gears. "The 1.9 spins a rear wheel almost as avidly as an American V-8 getting off the line" is how they put it, leading them to term it as a "mini-musclecar".\*\* They also liked the effective disc brakes, and noted "a lot of Detroit-style pizzazz...with its look-at-me stripes, hubcapless wheels, and so forth."



*Any doubt where the styling is done?*

On the downside, on models with the 1.9L the weight distribution of 56/44 front/rear caused a general heaviness and plowing in turns. Drivers also found the car very noisy, due to insufficient soundproofing of the interior from sounds of the engine and heater fan as well as air resistance at the high roofline.

Their final statement, however, is reason enough to question advice found in auto magazines. "We'd recommend that anyone seriously considering buying the car try the 1.5 liter version. It might not be so noisy, and it'll still be pretty fast." (Subsequent driving, however, revealed the 1.5L to be an underperformer, and in fact rival magazine Car & Driver emphasized the point, by accompanying their 1968 Kadett 1.5L drive tests with photos of the car taken in a junkyard!)

*\*\*Notes:*

*The earliest 1.9L engines had unique features that raised compression and output, compared to later designs.*

*The 1968 Kadett wagon was also included in a comparison test with other import wagon models, later in the year.*

## The Opel Kadett Letters

Back in the day, well before any Opel Clubs existed here, if you had a technical question that went beyond what your local Buick dealer would perform under a factory warranty, you were asked to: Type a letter, mail it to a magazine, wait a few months, and hope your question would receive a (correct) answer that would make it into print.

### "Off Mit Der Air Pump"

How do I disable the air pump on my Opel 1.9 Kadett for autocrosses, etc., without upsetting engine performance?

W.J. P. of Monroeville, PA (May 1968)

#### R&T Reply:

*You may have a confused idea of what the air pump is all about.*

*The pump itself can be disconnected with no effect on engine operation, as long as the plumbing to the port nozzles is securely plugged off (there is a one-way valve there for the purpose but you shouldn't depend on it). But the pump itself only uses about 1/2 hp, and very rarely does the combustion in the exhaust manifold create a back pressure problem.*

*What does rob horsepower - if indeed anything does on your particular engine - would be the leanness of the carburetion and the odd distributor curve at low speeds. To get away from these you'd have to go to richer jetting and to the curve used on domestic production of 1.9 liter engines - or cook up your own jetting and curve. Also this engine has a real windmill of a cooling fan, which uses a bit of power.*

### "Autocrossing Opel Rallye"

Your June Suspension Supplement was very informative. But I have some specific problems of my own. If I'm going to continue competing with those Bavarian Miraculous Wonders in gymkhanas, my Opel Rallye 1.9's handling must be tamed. There are, as you know, few suspension modifications available. Any tips for making the car competitive?

Fred J. of Gloucester, MA (September 1970)

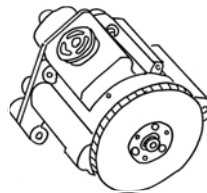
#### R&T Reply:

*You're in luck. Warren P., of Ecurie Mahout Opel Racing (Corapolis, PA) has the following on his 1.9 Rallye and has won 23 firsts and three seconds with it:*

- (1) Monroe Load Leveler shocks, FL-257, on the front
- (2) 1966-69 Falcon station-wagon shocks for the rear (!)
- (3) X127.5 primary jet and X165 (#51 drill) secondary jet for carburetor
- (4) Opel Limited Slip differential, 3.67:1 or 3.44:1
- (5) Tennis balls wrapped in two layers of fabric tape and wired between frame and lower a-arms, to reduce front body roll (!!)
- (6) Dodge-Plymouth air filter from 318 V-8
- (7) Bosch W225T7 spark plugs
- (8) Transistor ignition
- (9) Air pump disconnected, retard vacuum line plugged and diaphragm vented (on models where applicable)
- (10) Goodyear 4.50/7.50-13 Sports Car Special tires

*Reader W.P. emphasizes that rather than recommending these changes, he's simply saying that he has had good luck with them. He has beaten BMW's, Fiats, VW's, Lotus, Cortinas and Minis (except in the rain). He also says to make sure the throttle plates are fully vertical when the accelerator pedal is on the floor.*

# TECHNICAL CORRESPONDENCE



Opel A.I.R. pump



Kadett Rallye



Racing Graphic c/o Repco



## Racer's Tip: Throttle Linkage Adjustment

In his "Autocrossing Opel Rallye" notes from 1970, Racer Warren P. of Ecurie Mahout Opel Racing reminded his readers to "make sure the throttle plates are fully vertical when the accelerator pedal is on the floor."

An important yet often-overlooked maintenance item, this topic now needs an update, as hardware variations on aftermarket carburetors affect the throttle plate operation as well.

As there are more surviving GT's than Kadetts nowadays, we're using its (similar) mechanical linkage system for an example. (Manta/1900 series operate differently, with a cabled system).

### Preparation

- (1) Make sure your throttle linkage is fully intact and functional, by referring to the diagram below.
- (2) Check to verify that the 2 throttle grommets are installed and intact at the firewall brackets.
- (3) Use a screwdriver to fully tighten the 3 screws that secure the gas pedal.



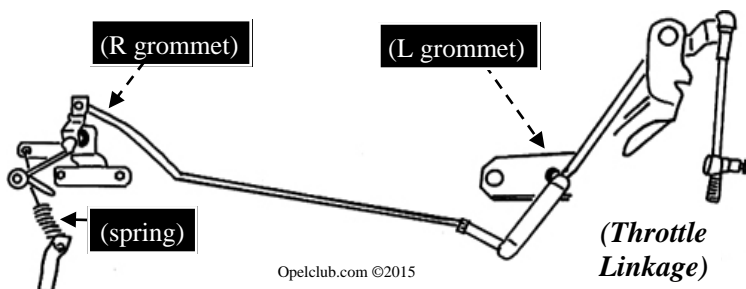
### Rotation Test

- (1) Prop up the hood.
- (2) Have a friend step on the gas pedal and hold it fully to the floor.
- (3) While the throttle is fully deployed, grab the throttle lever on the carburetor itself, and see if you can rotate it any further.
- (4) If additional rotation is possible, you need to adjust the throttle linkage until you can verify you have "full rotation" at the carb.

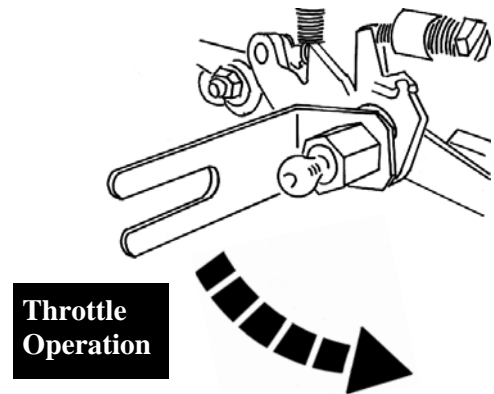
### Throttle Linkage Adjustment\*\*

- (1) Locate adjustment rod at pedal end (see figure below)
- (2) Carefully detach clip and set it aside safely.
- (3) Rotate attaching pin lower on the rod. Try rotating the pin downward about 10 threads at a time. In some cases, the pin may have to be "maxed out" at about 3-5 threads from the bottom of the rod.
- (4) Reattach clip.
- (5) Recheck your carburetor for full-throttle operation.

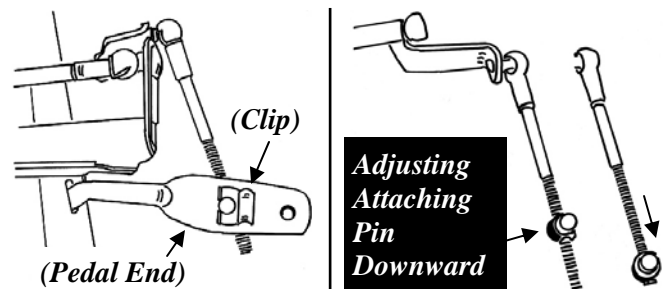
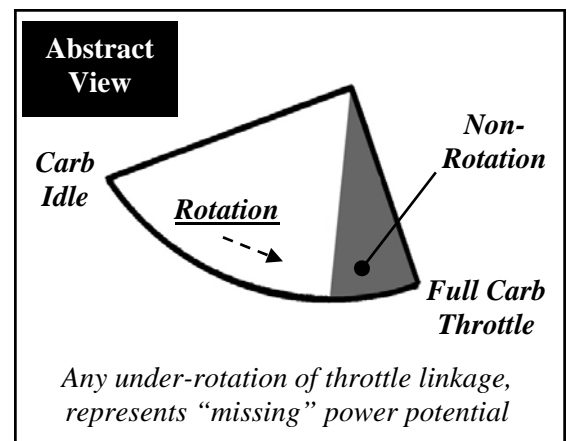
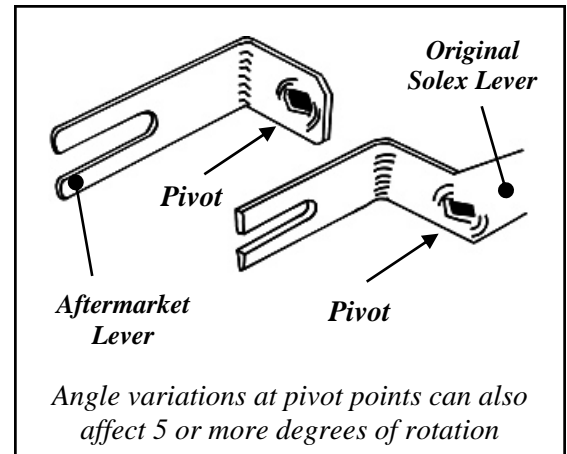
**\*\*Note:** This procedure only applies to manual-transmission Opels. Auto Transmission use a different design adjustment rod, which has an external spring to protect the detent cable from breaking.



Opelclub.com ©2015



Actual rotation varies by model, from about 65 degrees up to about 85 degrees





BY GRAHAM GAULD

PHOTOS BY THE AUTHOR

## THE SWEDES HAVE A WORD FOR IT

scramble of 2000 miles which makes the Mille Miglia sound easy. To see Moss in a Mercedes doing 180 along the arrow-straight Adriatic coast was exciting, sure, but to see someone like Swedish wonder-boy Bjorn Waldegard tooling his Porsche 911T at 100 on a forest track covered in snow and ice and only about ten feet wide is another thing altogether. This is real rally driving with hair on its chest and there are 1000 miles of this forest stuff on the Swedish Rally as well as the usual scramble around a frozen lake or down an equally frozen river where speeds hit 115 mph!

Little wonder the Scandinavians, and in particular the Swedes, have this event buttoned up tight. No one but a Swede has ever won the rally but this doesn't stop everyone else from trying.

— >

IT'S ABOUT 8:30 a.m., the temperature is 15 below—where your breath freezes and turns into a miniature snow storm—and you are standing knee deep in snow as the sun just begins to add a layer of pink to the tops of the snow-covered trees. Around you stand huddled groups of people in fur jackets and boots who suddenly become attentive at the far off sound of a car. A moment later a day-glow vermilion Porsche 911T slaloms around a corner on the forest track all crabby, spraying loose snow everywhere. As the car flashes past, the driver looks relaxed as for the hundred thousandth time he sets the car up sideways for the next corner. He disappears from view with that characteristic dried-peas-in-a-can bark from the Porsche's exhaust that shakes loose snow from the branches of the trees.

This is the Alvsbacka special stage on the International Swedish Rally, a winter event which makes most others, including the much vaunted Monte Carlo, pale in the shade. An event where the Scandinavians, the uncrowned kings of European rallying, test their skill against the clock in a mad







## Rallying, Swedish Style

To the average American reader a rally probably means an exercise in logistics between a navigator with MIT qualifications and a Univac computer. Any contestant caught without his Curta might as well stay home and forget it. To a European, however, a rally is split two ways. The special stages on closed roads or in forests where fastest is firstest and the linking road sections where you repair the car you screwed up on the last stage.

Tell a hardened rally enthusiast his event is a race and he'll blow a fuse. But just step inside a rally car on any International when it's you against the clock and an unknown road in front of you and you might change your mind. For the co-driver, who has to sit beside the wild-eyed driver as he bounces his car absolutely flat out whether it is snow, ice, fog or mist, this is an exercise in madness or masochism which at times is therapeutic. Strangely enough, some of the top International co-drivers are actually sane people, people like Henry Liddon—Blind Henry they call him as his spectacles are so thick they look like they're made from the bottoms of brandy bottles—who sat beside Ireland's Paddy Hopkirk when he won the Monte and now sits beside Finland's Rauno Aaltonen, the 1965 European rally champion. He is an intelligent individual who, if you turned his collar around, would look like your friendly local vicar. Talking of that, we had a full blown man of the cloth competing on rallies not long back, the Reverend Rupert Jones, who drove a Mini Cooper and a big Healey for BMC in a manner hardly expected of a man of his calling!

The first round in the European Rally Championship last year was the Swedish rally based on Karlstad in the Swedish lake district. It was run earlier than usual and the organizers were worried in case there wouldn't be enough snow. As it turned out there was plenty for the normal man but the Swedes have an odd way of driving the stages and for some of them there just wasn't enough. The idea of the thing, as far as most Swedes are concerned, is to drive flat out from the start and if you stay on the road long enough you might win. The British have a saying, "To win, you must finish." The Swedes have a different one, "If you aren't going to win, why finish?" After his first taste of the Swedish rally Britain's factory Ford driver Roger Clark remarked, "Half these people are mad." Clark has done better than most in this event and this year the non-Scandinavian challenge just disappeared.

Rallying attracts characters and tall tales enough to make

a *Field & Stream* reader jealous. Among the characters this year was ex-French rally champion Henri Greder who is normally seen driving for Ford France in a Mustang or a Falcon Sprint. He arrived in Sweden with a GM Opel Commodore Coupe half a block long and fitted out with a cute blonde co-driver, Marie Claude Beaumont, and stereo! This man had the right idea. If you can't beat them you might as well be comfortable watching from the sidelines. Greder, who is brave, allowed after the event that maybe he should have had a Camaro rather than the Opel. Maybe it has a better heater?

Picko Troberg is one of Sweden's leading race drivers and is normally seen in a Formula 3 Brabham. He has a maniacal laugh and a mustache that spreads across his face like a roll of barbed wire. He managed to con a BMC 1800 for the rally but two stages later he had it on its roof. Rolled back on its wheels, it was refused permission to continue by the scrutineers who took one look at the mashed-in front end, the single side light and the four separate tracks the wheels made in the snow and decided it was unsafe.

Ford public relations in Sweden cooked up an idea which went wrong. Some PR man in the group decided that wouldn't it be a good idea if they ran a competition to have the public guess how much it would cost to do the rally as a taxi ride. They engaged veteran Ford rally driver (2nd-place man on the Monte with a Falcon in 1964) Bosse Ljungfeldt and stuffed him in a standard Taunus 17M taxi fitted with a sump guard to protect it from flying stones. At the start he switched on the meter, his co-driver jumped in as the "fare" and to the cheers of the crowd he set off. Six hours later the Taunus was out with the fan through the radiator after the urge to let fly overcame Ljungfeldt's intention to finish the event.

All the usual teams were out for the Swedish Rally with the biggest threat to the home cars from Ford of Britain who were not doing the Monte. They put their number one team of Roger Clark, and Swedes Bengt Soderstrom and Ove Anderson in fuel-injected Cortina Lotuses. Saab, maintaining local prestige, had a whole raft of factory and factory-supported cars led by their regulars, ex-European rally champion Tom Trana, their up-and-coming hopeful Carl Orrenius and the Finn, Simo Lampinen. As in the U.S., GM will not recognize motor sport but rallying is the second-largest participant sport in Sweden with 40,000 competition licenses no less. (Remember Sweden only has a population of 7 million). A group of Swedish GM dealers have got together to form a fully professional team of drivers with Opels and this year they had a secret weapon, the Opel Kadett Rallye with the 140 bhp 2-liter engine. This was the only car outside the




Cortina-Lotuses rated with much of a chance of pushing the Porsche drivers and there were no less than 26 Opels on the rally receiving full or at least partial support. Finally there were the two Porsches run by the Swedish importer, Scania Vabis. Already they had won the Swedish Rally Championship in 1967 with 24-year-old Bjorn Waldegard and had lured Ake Anderson away from Saab. They were entered in with brand new day-glow 911T Porsches, one in vermilion for Waldegard, the other in orange for Ake Anderson. It was obvious they were not going to lose the cars in the snow!

Right from the start Waldegard, who sets off on any rally like Captain Matsu-moto of the Kamikaze legion, began to build up his lead. It's frightening to think that with every car covering the same stages Waldegard should be so fast. He had his car sideways, caroming off the snow banks and leaping over the "yumps" at between 70 and 80 mph while maintaining his cool and wearing a bland expression on his face. He eased out ahead by about half an hour and after his colleague Ander-son in the other Porsche did some demolition work on a couple of trees, Waldegard was left out on his own to the end. Saabs driven by Trana and newcomer Hakan Lindberg were second and third with Soderstrom's Cortina-Lotus fourth.

What was interesting about this rally was the number of retirements among the fast crews. A lot has been spoken of the Swedish driving technique and this time they were caught on the hop. In general terms, the Swedes go into a snow rally such as this with the object of using the snow banks to slow down. So you arrive in a 50 mph corner at 80, you fishtail a couple of times, brush the tail up against the soft snow—which is maybe four feet thick and four feet high—and the snow deflects you off through the corner. This year the snow banks were not so big and some of the death or glory types fell into the trap. Ove Erikson for instance, Opel's number one hero, was in third overall when he mistook a small snowbank for a substantial one; come Spring when the snows melt they might get the car dug out of the forest. The same thing happened to Volvo's Hannu Mikkola, the man rated by most to be the newest of the fast Finns. Mikkola disappeared on the second half of the rally by going straight through a snow bank on a corner.

But still they come. In Europe, manufacturer support is growing. Already we have BMC campaigning their Mini Coopers, their 1800s and the MGC on rallies with a works team of four drivers. The Porsche factory is deep in rallying and won one of the championships through Vic Elford's help. Renault has passed on the rally commitments to the Alpine concern, Citroen has the DS-21s, Ford the Cortina-Lotuses, Rootes the Sunbeam Imps, Lancia the Fulvia Coupes and Saab the V-4s. Volvo, which ran just two 135-bhp 142s this year, should be back in force in 1969.

So maybe the Swedish Rally is not as well known as the over-publicized Monte Carlo; it still sorts out the men from the boys. The Russians arrived for the rally this year with one aged Volga blimp for the Russian rally champion Mosslov and five assorted Moskvitches. "These are our new Moskvitches with 1500-cc engines and 80 bhp," they boasted before the start. At the finish, after being thoroughly humiliated, they were at the tail of the field, and the team coach considered that next year they would have 105 bhp! And maybe a new set of drivers! The drivers looked glum but then so they should when the highest placed Russian was no less than 5 hours slower than winner Waldegard over the 1000 miles of special stages. If it is any consolation, a Swedish crew on a U.S. navigational rally would be just as outclassed—but don't show them any rough roads or any icy conditions. 



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## **The Opel GT (1968-1973)**

R&T noted in June 1968 that the “sporting image” continues to be very “in” at that time, and the overall trend was towards larger engines, chrome flashing, wooden-appearing steering wheels and “GT” lettering. All these applied to Opel’s newest model that year.

R&T’s judgments withstanding, the US-export version Opel GT never got a truly fair evaluation, largely because GM de-tuned its production-version engines and deleted its anti-sway bars.

### **"Opel GT" (Dec 1968)**

"Production version of a show car loses something in the translation"

Road & Track's initial look at the production model Opel GT largely focused on changes to its look (from the initial prototype that was displayed at the Frankfurt Auto Show in 1965). On the upside, they noted its "efficient aerodynamic shape," rotating headlights, doors that extended to the roofline, and interior features like a padded dash and high seat backs. Criticism included comparisons to the initial prototype, which was "longer and smoother" (*Note: This article was reprinted in the Brookland's "Portfolio" series*)

### **"1.9 Opel GT" (June 1969)**

"Not bad but not up to expectations"

Road & Track's road test of the initial production version GT was largely positive but also featured some reservations. Starting with mention of Opel's pre-WWI racing history, it was described as "essentially a Rallye Kadett living in a new set of clothes" and "the sports-car equivalent of the Kadett". Compliments extended to the "generous torque" and "excellent gearbox" of the 1.9 liter 4-speed drivetrain, with a top speed of 113mph and fuel economy at 27.5 miles per US gallon, and to the original configuration of disc/drum brakes which made a good impression.

R&T also noted that while the steering was light and "really feels good," the handling of the US-version chassis (which deleted the Euro-versions' sway bars) was "at best mediocre". (This is no surprise to present-day GT owners, who have found it necessary to install upgrades like poly bushings and other chassis stiffeners like sway bars, to control wheel lift and restore a sports-car road feel).

The body was "commendably rigid and free of rattles," the driving position and access to levers and controls "just where we like them" was also summarized in the statement that "all things considered we feel the GT's interior is rather nice and attractive." In conclusion, R&T noted that its mechanicals weren't exotic or unfamiliar, and that "there's a Buick dealer in nearly every village" in case service was required.

(*Note: This article was reprinted in the Brookland's "Portfolio" series*)

### **"5 GT Cars" (July 1971)**

"Comparing the Datsun 240Z, Fiat 124 Sports, Opel GT, MGB GT and Triumph GT-6: A closer contest than we expected"

For the first time an Opel GT made the cover of Road & Track. It was easy to overlook, among four other models (which R&T considered to be rivals in the \$3500 sport-coupe price class). As only 20% of the focus of this article, comments regarding the Opel GT were brief. Although the power cut of its 1971 model-year engine was noted, it was still "a crisp little package" that was "extremely well put together" with the best brakes and lightest weight and it returned the best fuel economy of the group.

However, scoring based on a point system placed it 3rd, after the Datsun and Fiat, ahead of the MG and TR.

R&T found it notable that the GT was the personal favorite of one reviewer, who nevertheless scored the Datsun higher.



**Opel GT, original Prototype version, 1965**



**Opel GT, as seen in “Get Smart,” 1969**



**Cover Photo, July 1971 issue**



## "Air Conditioning the Import" (June 1971)

Road & Track started by noting that about 4.5 million cars (60% of US production) were equipped with a factory air conditioning system, but that comparatively few imports offered this option. One explanation was that engineers in European and Asian countries were unfamiliar with conditions found in US climates, including locations such as the desert Southwest. Taking up the slack was a number of aftermarket A/C unit producers, largely based in Texas and Florida.

Two custom units for the Opel GT received mention (including a photo of the unique center console by ARA, and a description of a kit by 'Heattransfer' of San Antonio that fit behind the GT's seats), and other kits for Opel models were listed as available from Artic-Kar, DPD, Frigi-King and Frigette.

Most details in this article were either based on general descriptions of air conditioning or on specific from road tests of units installed in a Toyota Corona, Volvo 164 or a Datsun 510. Some specific recommendations included inspection once per year and service once every 2 years (including replacement of the drier, R-12 type refrigerant, and any hoses as necessary).

*Note: This topic was explored at more length in the 1973 Opel Factory Service Manual (for GM type units) and the OMC Blitz of May 1995.*

## "Back to Basics" (April 1973)

"Track-testing nine showroom stock sports cars,  
the entire field in SCCA's newest class.  
Not a fair group, exactly, but certainly sporting"

Once again the Opel GT was included in a comparative test, but this time it was just one in a field of nine (with the Fiat 124 Spider, MGB, MGB-GT, MG Midget, Porsche 914, Triumph GT6, Triumph Spitfire 1500, and the VW Karmann Ghia).

The intention was to evaluate vehicles representative of the new class of "Showroom Stock" racers as eligible by the Sports Car Club of America (SCCA), and to have fun.

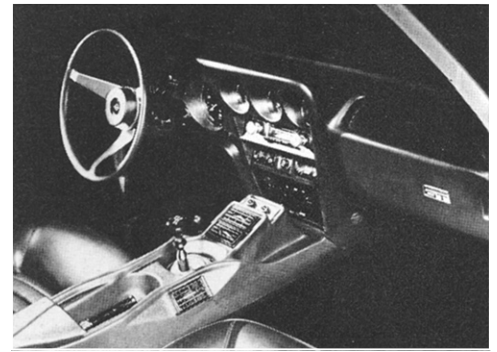
The Opel placed well, first in race acceleration, second in top speed, lap times and braking distance, and in the middle of the field in lateral acceleration and skid pad times.

With hindsight it should be noted that the 1973 GT tested has the weakest production-model engine (the trouble-prone 1973 motor) and the inferior US-export models suspension (without the sway bars provided on domestic European models).

A deficiency of the Opel GT handling was described in these terms:

*"The Opel displayed a chronic problem:  
In a tight turn the inside rear wheel lifts, the engine rages,  
the tire spins and the car just sits there until the speed  
and the wheel both drop.*

*The Opel didn't come out of turns fast then,  
because it couldn't power out."*

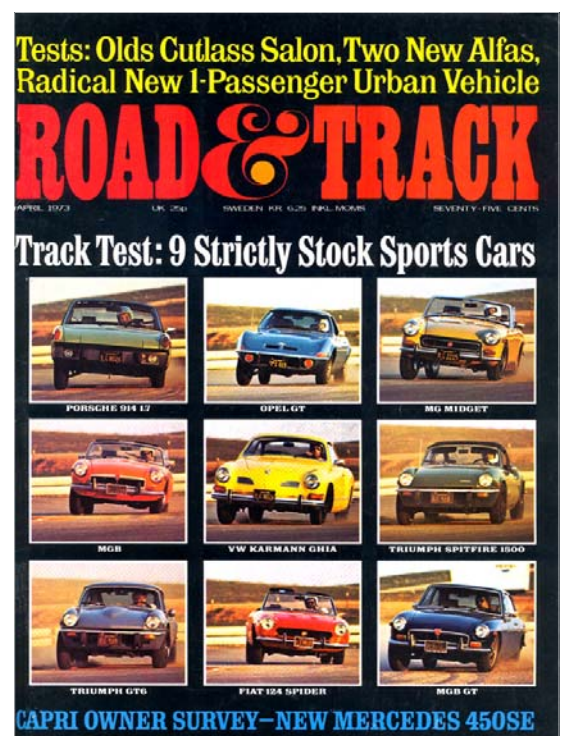


A/C tested in June 1971 article



Above: Opel A/C dealer brochure, 1971

Below: Cover with Opel GT, April 1973



## "Engine & Drive—Where Should They Go?" (July 1973)

"In handling and traction tests of conventional, front-drive, mid-engine and rear-engine layouts in four similar cars, we found each to have its own advantages and disadvantages"

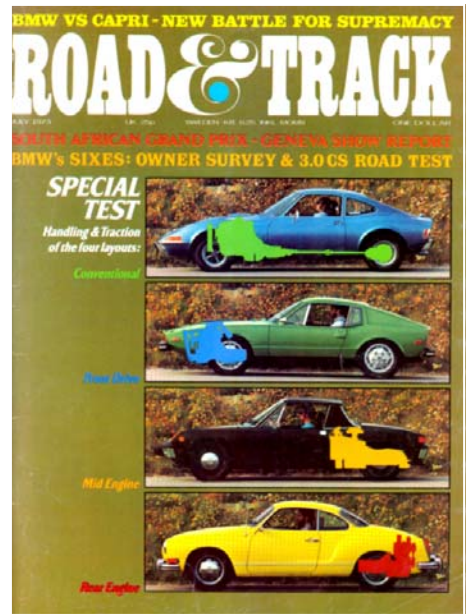
The Opel GT made the cover, but again it was only one car amongst others in a technical evaluation.

This article was a comparative test of multiple vehicles, as an attempt to answer a technical question of what drivetrain configuration was best for stability and handling. Varied surfaces were chosen for traction tests, including a skiing resort for low-speed driving in snow and the Ontario speedway for higher-speed tests.

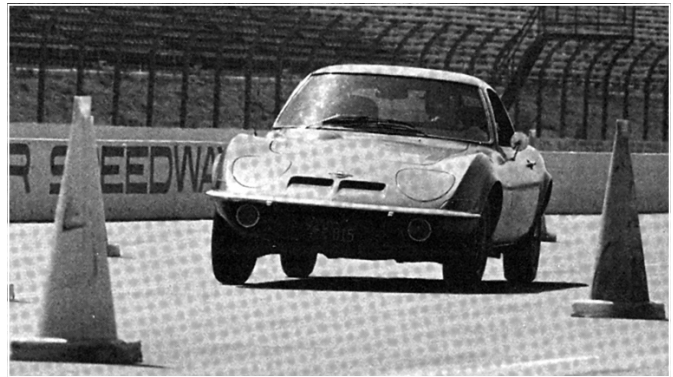
The Opel GT was selected an example of a conventional sports car in terms of a front engine coupled with rear-axle drive. Overall the tests were not conducted to determine a winner, but the Opel GT came in 2nd place and its "quick steering and the ability to hold a controlled power-on-drift" was noted. Where the GT came up short, such as in snow, it was attributed to its 55/45 front/rear weight distribution.

The significance of these results is that they evidence the potential and need for power and handling upgrades on Opel GT, as the 1973 motor was the weakest original design, the 1973 chassis was the heaviest due to added safety reinforcements such as side-impact bars within the doors, and the removal of sway bars from US-export chassis left them vulnerable to wheel lift on turns.

"The Opel's quick rack-and-pinion steering allowed the car to be precisely positioned from pylon to pylon, but working against it was body roll and weight transfer to the outside front wheel. This became very apparent at higher speeds as the nose-heavy Opel scrubbed off speed with each reversal of the steering wheel.. a bit of speed was scrubbed off by the heavy front end but by staying on the power we could drift the rear end out in a gentle curve. As the car approached the limit the tires started to squeal and the driver could sense the rear end starting to break traction. By letting up on the throttle slightly we could maintain the drift down the short straight and then reverse for a quick exit" noted Road & Track.



Cover Photo, July 1973 issue



Original GT suspension: Not up to R&T's slalom tests



*Experiences of many GT owners since this article was published verifies a recommendation: For hard street driving (or track racing), to limit wheel lift, the Opel GT suspension requires installation of anti-sway bars (mounted properly to the chassis)*



## The Opel GT Letters

### “Opel Suspension”

In the July issue of R&T you discussed handling characteristics and anti-roll or stabilizer bars. You said the worst thing one could do to an oversteering car was to increase the rear roll stiffness by use of a larger rear stabilizer bar.

In another suspension article rear recently, I found the opposite view expressed. The article said that if a car's center of gravity is located far forward of the neutral steer line you've got more understeer than you want.

The article suggested raising the front roll center, adding front roll stiffness and some rear roll oversteer as possible ways to reduce the problem.

If the car you're designing has its center of gravity some distance of aft of the neutral steer line you'll have an oversteer problem. Remedies the article mentioned included lowering the front roll center, adding rear roll stiffness and some rear roll understeer. Both views seem to be somewhat logical. Which is correct and why?

I have an Opel GT which understeers...I understand that some of the aftermarket products (stabilizer bars) do not fit properly or limit suspension travel and I am hoping to avoid these problems.

Finally, what is meant by tuning a suspension for radial or bias tires? For example, my 1971 Opel GT was sold with bias tires. Would tire wear or handling suffer with the use of radials?

Arthur B. of Davison, Michigan (1972)

**R&T Reply:** Adding roll stiffness at the rear of a car increases oversteer while adding roll stiffness at the front increases understeer. The roll of a car body in a corner divides between the front and rear wheels approximately in proportion to the roll stiffness of the front and rear suspension. By varying roll stiffness front-to-rear the proportion of weight transfer carried by each end of the car can be varied. This is very important. If you restrict body roll, the force which is trying to cause the roll is has to go somewhere; it is converted to lateral force on the tires. Side forces are the cause of the tires running at slip angles. And when the slip angles become large enough the tires break away.

Adding roll stiffness at the front therefore causes the front tires to run at higher slip angles, which generates understeer. Adding roll stiffness at the rear causes the rear tires to run at higher slip angles, which generates oversteer. Regardless of the amount of roll stiffness added, the total weight transfer on the car remains about the same; It's the proportion carried by the front and rear that is varied.

Playing around with roll centers and roll over and understeer characteristics is fine if the car is still on paper, but difficult to achieve on an actual production car. However, raising the front roll center to reduce understeer is the wrong way to proceed. Raising the front roll center increases the amount of weight transfer to the outside front tire when cornering, which causes it to run at higher slip angles and promotes additional understeer. Designing rear roll oversteer into the suspension will aid in reducing understeer.

A similar explanation holds for oversteer. Decreasing rear roll stiffness, raising the front roll center and designing some rear roll understeer into the rear suspension all will reduce oversteer characteristics...

When a carmaker tunes a suspension for radial or bias tires it means, briefly, that the rubber bushings in the suspension, the rubber connections between the suspension and the body, and the shock absorbers have all been designed to reduce the little vibrations and harshness that different types of tires impart to a car at different speeds, and that the steering ratio may be quicker.

You've got no worries with the installation of radials on your Opel GT. This car is fitted with radials in Europe and its suspension is already tuned for them. You should gain both better tire wear and better handling from the installation of radials.

## TECHNICAL CORRESPONDENCE



### 1970's design sway bars

The writer here referred to known issues with “old school” aftermarket anti-sway bar designs.

*Product designers overlooked how the front rails on the GT underbody have a subtle irregularity, so “straight bars” wouldn’t center properly, causing cornering response to vary from one side relative to the other. Rear bar issues included mounting and clearance problems, resulting in a bind induced on the bar itself.*

## Opel GT Engine

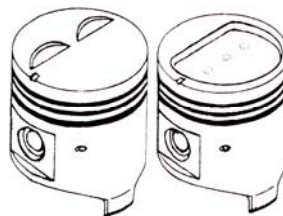
My 1971 Opel GT equipped with the 1.9 liter engine has a 7.6:1 compression ratio. I would like to raise it to 9.0:1 and change the carburetion along with the exhaust system. The bore, stroke and displacement are the same as the 1969 engine, which was 9.0:1.

Can you tell me how to raise the compression back to normal or connect me with someone who knows Opels?

Opel mechanics don't like my questions and other mechanics don't know what an Opel is!

Craig S. of Severn, Maryland (1972)

# TECHNICAL CORRESPONDENCE



### U.S. Opel Pistons

Left: "Early"  
9.0:1 hi-comp. type

Right: "Later"  
7.6:1 low-comp. type

### R&T Reply:

The advice from our local expert is not to touch the head until you check the ignition and carburetion. You should have a total advance (vacuum plus centrifugal) of 35-44 degrees at 3500 rpm and preferably closer to 44 degrees for top performance. If the distributor work is done on a machine, all the numbers should be cut in half. At 1750 rpm you should have around 22 degrees total advance, 15 degrees centrifugal and 7 degrees vacuum. Any competent distributor man can make the necessary changes.

Then go through the carburetor and make sure all the passages are clean and that the right size jets are fitted. And, most important, be sure the linkage is adjusted properly to allow the throttle plates to open fully.

Next step, if the engine is running excessively hot, is the installation of a cooler thermostat. This will improve volumetric efficiency.

In most instances, according to our Opel man, your engine will really come alive with just these few inexpensive changes.

However, if you are still not satisfied, it takes a change to 1969 or 1970 pistons rather than milling the head to get 9.0:1. The head can be milled, but no more than 0.035" and the increase in compression is only a few tenths of a point.

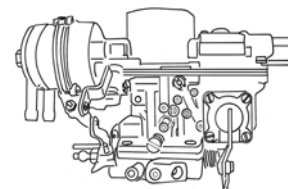
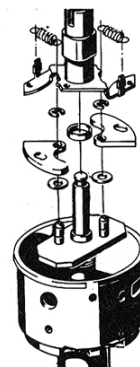
Here are a few cautions if you decide to go ahead with the piston and/or head work.

Removing the head is problematic because the engine is set well back in the GT engine compartment. So you are going to need some special wrenches: The bolts at the back of the head are almost impossible to extract without them. Be very careful when removing the head that you don't lose the little "O" ring in the head gasket near the timing chain. If you forget to reinstall it, you'll wind up with a large oil leak. And when removing the timing gear sprocket, stuff a rag or a piece of plastic down the opening before you remove the three sprocket screws to prevent them from falling down into the lower recesses of the timing chain. Starting the engine with one of those little bolts lurking down there results in about \$350 worth of repairs the first time the engine is cranked.

The Opel engine is a cam-in-head type, so be very careful not to lay the head downflat on a bench when it is removed as some of the valves will be open and can bend very easily. Pistons, through the recommended procedure for raising the compression ratio, are relatively expensive to change. The engine will have to be pulled from the car, and this is a lot more expensive than just a few minor ignition and carburetor modifications.

### Distributor Variations

*Be aware that  
internal parts  
and specifications  
varied with GT  
engine designs of  
1968-1973*



### Solex Carburetor

*Many originals are now too worn  
for today's driving conditions.*

### Comments:

With the benefit of over 40 years of hindsight, R&T's suggestions no longer exclusively apply.

Opel distributors varied in mechanical and timing designs, and advance over 40 degrees is excessive for most engines.

Carburetion approaches should include aftermarket applications (rather than service to an original Solex).

While engine disassembly notes have merit, head milling is not advised and piston upgrade is now probably necessary.



## The Opel GT Letters

### "Optimists By Law"

Reader T.L. McDonough, who complained of speedometer error in his two German cars (R&T December 1970), was not a victim of hanky-panky on the part of the manufacturers but of (German) government meddling with industry. It seems that they have a regulation which permits any auto manufactured in Germany up to a 10 percent "plus" error but absolutely no "minus" error at all.

Needless to say, any car manufactured under this regulation is going to have an optimistic speedo! I can't imagine what the purpose of this regulation might be, unless it's a rather futile effort to keep speeds down to 110 mph on the Autobahn, but I remember where I first read about it. Richard von Frankenberg discussed it in Porsche's house journal, *Christophorus*, about ten years ago.

Charles H. M. (Cheyenne, WY) April 1971

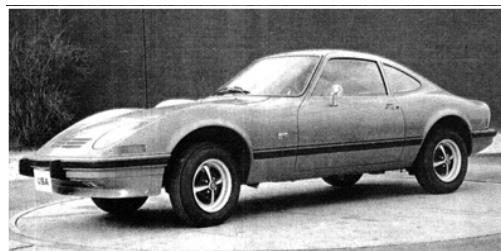
### "Opel Tachometer"

On the tachometer of my Opel GT there is written the abbreviation UPM under which there is written RPM. Obviously RPM is the abbreviation for "revolutions per minute" but what exactly does UPM stand for? I have noticed this same thing on my girlfriend's 914; this car is also fitted with VDO instruments.

James C. (Jackson, MS) August 1973

Reply: UPM is the German abbreviation for revolutions per minute. In German the phrase is "Umdrehungen pro Minute"

## TECHNICAL CORRESPONDENCE



*Despite attempts at re-styling the GT for 1974 (including 5mph crash-resistant bumpers, above), The end of the GT was announced in July 1973, and still speculated about in November of that year.*

## Goodbye, Opel GT

WE DIDN'T know it when we borrowed the little blue Opel GT for our big handling test this month, but the model is at its end. Since 1968 Opel has sold more than 100,000 of these dependable coupes, but with a new Kadett on the way it either had to be updated extensively or dropped. The French company that builds the GT's body, Brissonneau et Lotz, was for some reason ready to get out of the deal and this may have been the gram that tipped the scales.

Too bad, really. It was a pleasant little car and B&L did an exceptional job on the body. Updated front suspension and perhaps a larger engine to offset the recent emission-related power losses could have made it competitive for several more years.

## New at Frankfurt Show

WE'LL HAVE full details on what's new at the Frankfurt show in our January issue, but for now here are a few tidbits. Besides some of the cars described in our "New from Europe" section in this issue, there will be three from BMW (a turbocharged 2002, the 6-cyl 525 sedan and a long-wheelbase 3-liter sedan), plus a new Opel Kadett and a 100-bhp version of the Audi 80 (not for the U.S.). The new Kadett must be one reason the GT was discontinued; it was based on the Kadett and perhaps wasn't easily adaptable to the new suspension.

We don't know if the turbo 2002 will be sold here; if so it'll be wildly expensive. Opel is also said to have a turbocharged car, perhaps also for show at Frankfurt: a Manta that'll do over 125 mph.

# THE ALL NEW OPEL 1900. NO OTHER ECONOMY CAR (FOREIGN OR DOMESTIC) GIVES YOU ALL THIS.

The Opel story is simple. You simply get a lot more car for your money.

The new Opel 1900 offers many things as standard equipment that small cars offer as optional equipment. Or not at all.

For example, the Opel 1900 is the economy car with hydraulic valve lifters, just like the big American luxury cars, for a quiet-running engine and eliminating the need for adjustments.

The Opel 1900 has front power disc brakes for quick, smooth, straight-line stops. As standard equipment.

The Opel 1900 has lots and lots of room. About 5 inches more hip room in our back seat than the widest of the new small domestic cars. And please notice, the Opel has adjustable backs on its front bucket seats as standard equipment.

The Opel 1900 is one of the very

few economy cars with dual front headlights.

The Opel 1900's trunk is 11.4 cubic feet big. That's bigger than some larger American cars. And if you've seen the trunk opening on any of the new small cars, you'll appreciate the new Opel 1900. You can get big things into the trunk without scraping your knuckles and elbows.

The Opel 1900 has a four-speed gear box as standard equipment. And a three-speed, fully automatic transmission is available.

Things like wheel trim rings, chrome drip rails, window trim moldings and fancy vinyl upholstery can really dress up a car.

And they're all standard equipment on an Opel 1900.

But maybe you want an economy car just for the great gas mileage and easy handling. The Opel 1900

gets great gas mileage and we turn tight . . . 31.8 feet with only three turns of the wheel.

See all the Opel 1900s (1900 Sedan, 1900 Sport Coupe, the zoomy 1900 Rallye and the beautiful 1900 Wagon) at your Buick-Opel dealer's. Over 2,000 of them sell and service Opel from coast to coast.

While you're there, see the other new Opels, too.

Available this year is a new four-door sedan, in addition to a two-door sedan and an economy wagon.

And they've got many of the things the 1900s have.

Plus one other wonderful advantage—they're less expensive.

After you've seen all the new Opels, if you can find an economy car that you think gives you more than Opel, congratulations.

You've done more than we could.



BUICK MOTOR DIVISION

Opel 1900 Rallye in Chrome Yellow and Black.

## BUICK'S FOREIGN ECONOMY CAR.



## The Manta/1900 Series Years (1971-1975)

*First noted at the Paris Salon of 1970  
as GM's answer to the Ford Capri, the writer  
dutifully asked "why they named I after a nasty  
sea creature like the manta ray I can't think.."*

### "Opel Rallye 1900" (Feb 1971)

"They've changed and improved everything  
except the name"

This article opened by stating "mention the Opel Rallye  
and everybody goes snicker, snicker. We all know about  
the Opel Rallye" referring to its prior Kadett version.  
It goes on to reassure us that the Rallye name was  
carried over to an entirely new car for 1971.  
Its styling was considered to be a success, and the new  
vehicle line was complemented on the handling of its  
updated suspension and the 1900 engine, although it also  
noted it was de-tuned for lower-octane unleaded fuel.  
Complaints focused on the seats, belts and interior vents.  
*Note: This article was reprinted in OMC Blitz of Nov 1989*

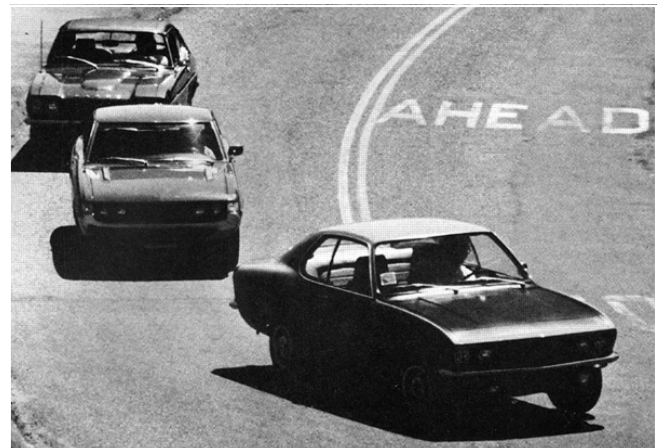
### "Three Sporting Coupes" (Oct 1971)

"Comparing the Opel Rallye 1900, Toyota Celica ST  
and Capri 2000"

The Opel shared this issue's cover with the Ford Capri  
and Toyota Celica ST. Inside, this article covered a  
new class of cars, sport coupes with 2+2 seating, which  
were easier for lower-income younger car buyers to  
operate and insure. The Opel was noted for great pleasure  
in handling, "sheer fun to drive" as it was said, and the  
engine was also complemented for being smooth and  
quiet and paired with a good-operating gearbox.

### "Road Tester's Year" (Dec 1971)

This year-end comparison of 25 autos that were tested  
in the magazine that year, that the Opel Rallye 1900  
model received best results for steering.  
*(The GT also rated rather well in that same category).*



#### STEERING INDEX

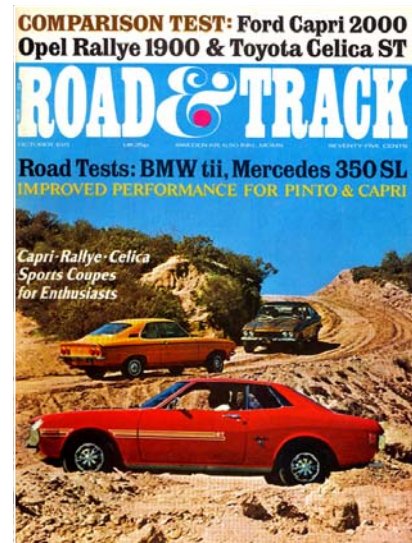
Opel Rallye 1900	0.66	Mercedes-Benz	
Citroen SM	0.69	280SEL 4.5	1.21
VW Super Beetle	0.85	Maserati Ghibli	1.22
Subaru ff1 1300	0.90	Volvo 142E	1.22
Mustang Trans-Am	0.92	DeTomaso Pantera	1.25
MGB-GT	0.93	Alfa Romeo 1750 Spider	1.26
Datsun 510	0.94	Ford Capri 2000	1.26
Toyota Corolla 1600	0.96	Ford Capri RS 2600	1.26
Lotus Europa	0.99	Peugeot 304	1.28
Opel GT	0.99	Jensen Interceptor	1.29
Fiat 124 Sport Spyder	1.01	Morris Marina	1.31
Mercedes-Benz 350SL	1.01	VW 411	1.31
Porsche 911T	1.01	Ford Pinto 2000	1.32
Datsun 240Z	1.10	Triumph Stag	1.32
Triumph Spitfire		Ford Pinto 1600	1.33
Mk IV	1.12	Renault 16	1.34
BMW 2002 Tii	1.13	BMW Bavaria	1.40
Triumph GT6 Mk3	1.13	Toyota Celica	1.42
Renault 12	1.14	Toyota Corona	1.42
Fiat 128	1.17	Chevy Vega	1.45
Mazda RX2	1.18	Peugeot 504	1.61
Mazda 1800	1.21	Mercedes-Benz 220D	1.64

The Road & Track Steering Index is calculated by multiplying the number of turns lock-to-lock by the turning circle (in ft.) and dividing by 100.

## "The Opel Menace" (1971)

Odd chaps, the insurance people. While not wanting to give away all the findings of the Opel 1900 Rallye tested on page 98 of this issue, it is fair to say that the car has an improved suspension (and handling), better brakes and less power. And it looks nice, which might make you think it's the car an insurance man would suggest when you come in to get coverage on your supercharged 427 Cobra.

But shortly after we returned the test car, the local Buick man called, in panic. He'd just been notified that the 1900 Rallye has been declared a performance car for insurance purposes, meaning they charge more money for the insurance you must have. That of course raises the car's price and limits its market. After all the pious advertising the insurance people issue under the guise of favoring safer cars, this is how they repay a manufacturer who really has reduced performance, for the first time ever.



**The Opel Manta/1900 made the cover**  
*(only to be sandwiched between a Celica and a Capri)*

## "Too Fast for Class" (August 1972)

Opel racers and fans are due to learn a lesson in what Cadillac once called the penalties of leadership.

When the SCCA announced the Showroom Stock Class many people looked at the list of cars eligible for the class and decided that the Opel 1900 coupe was the best choice. Some of these people rushed out and bought cars to race, and the Opel coupes won, time and again, at tracks across the country.

One year is all Opel is going to get. The SCCA's Competition Board has been looking at the results of those races and has decided that a mistake was made. The Opel 57 coupe is the best in class, by too great a margin. Something has been done about that.

As of June 1, two more Opel models, the 2- and 4-door sedans, have been added to the list of approved cars. And as of Jan 1., 1973, the coupe is no longer eligible.

Congratulations to the club's governors are in order. The rules say that the SCCA can add or subtract from the list of eligible models any time it wishes to do so. And the competition board voted to simply drop the coupe from the list this year, which would have worked a hardship on those racers who decided that the coupe was the car to have, and who went out and got one.

The Board of Governors, though, has taken the middle road. It wouldn't be fair to keep a model which is far faster than the competition and it wouldn't be fair to chop the guys whose judgment was better than the competition board's. So this year is Opel's, and next year things open up.

Oh, things will open up because the sedans, although they use the same engine and basic drivetrain as the coupe, are three inches taller. More frontal area equals top speed.

And I had planned to make some comment about the irony of the best car in class coming from a maker which can't advertise wins because racing is against that company's rules. But before I could do it the Buick dealers of Southern California were issuing giant posters telling of the Opel's track record. Salesmanship will find a way.

# About the Sport



## "Opel 1900 Series Owner's Survey" (Dec 1973) "Victim of the Captive Import Syndrome"

This article was in some ways the most revealing of any coverage of the classic Opels from 1968 through 1975, as it was based on responses from actual owners of Opels rather than the workaday prose from R&T's editorial writers.

Opels were originally bought for their style or handling, then used for daily transportation, with 64% reported driving theirs "hard" (including 33% participating in competitions)!

Buyer demographics were also noted: Most were young and educated, with a high percentage of students, and others in professional careers such as engineering or teaching. About 80% were then under 34 years of age.

What was liked was their road response, comfort, reliability and economy, but appreciations suffered for problems with the engines' lack of power and various other operating issues. Excessively lean carburetion and the poor reliability of GM's air conditioning system was also highly criticized.

Compounding this was 36% of owners receiving "poor" dealer service, which resulted in the 2nd lowest brand loyalty result of all cars measured by R&T (only Rover fared worse). One responder cited "ineptness and attitude" from his dealer.

The article closed with some interesting statements:

"We are familiar through long experience with the disadvantages of the 'captive import' method of marketing and servicing imported cars: So often it has been the case that such an import gets poor-relation treatment from the dealers handling it. The Opels appear to be getting a classic case of this."

"We have heard some talk of a fuller line of Opels being brought into the U.S. on an independent basis.

In our opinion this cannot happen too soon; We'd like to see some of those other attractive models sold here, and we'd like even more to see all Opels sold here marketed with some enthusiasm and serviced more competently."

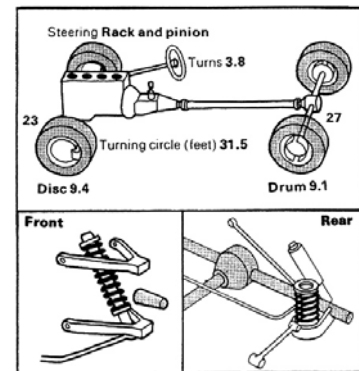
R&T concluded that, compared to European models then made, "The good name of Opel isn't being adequately represented here."

*Note: This article was reprinted in Brookland's Opel Manta Book*

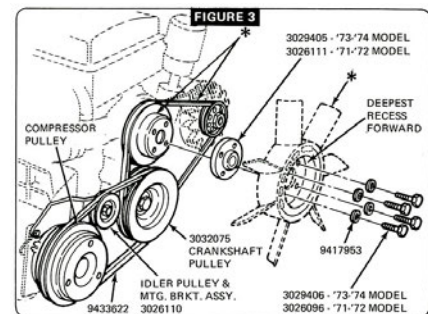
## "Opel Manta Luxus" (Dec 1973) "Extended Use Report"

This article was based on 24,000 miles of driving of a Manta by the Road & Track staff over a year's time. The Opel was said to be popular for weekend jaunts, and aspects of its performance were appreciated but contrasted with problems such as poor interior material quality and high levels of noise heard while driving. Anecdotes of other operating issues were also presented.

*Note: This article was reprinted in Brookland's Opel Manta Book*



## Opel 1900 Suspension: Its handling was praised



## Opel Manta A/C: Its reliability was questioned



## Recommended: Brookland's Manta book



# Opel. It doesn't need a lot of gas to be exciting.

The Germans are a demanding people. They expect perfection of most things—their work, their products and, of course, the automobiles they drive. And more often than not, they get it. Or at least come close.

## From the country that gave you the Gullwing and the economy import

It is not surprising, therefore, that some of the fastest, most powerful cars in history have come from Germany.

It is also not surprising that some of the most frugal, gas-pinching cars are likewise German in origin.

## The optimum compromise: economy and spirit

It is equally logical that the best selling car in such a nation must embody a combination of both. Performance and economy. Emotion and frugality. Art and Science.

The Opel Manta Rallye is such a blend. Its precision 1.9 litre, cam-in-head 4-cylinder engine and 4-speed transmission allow it to cope handily with the rigors of the German Autobahn. Yet, because the powerplant is fundamentally rugged and simple, maintenance and fuel consumption are held to austere minimums.

## Old World practicality

Virtually everywhere you look, Manta Rallye is an exercise in sound, no-nonsense thinking. The hood is painted a businesslike flat-black, for efficiency as well as looks. The instrumentation is as sensuous to the eye as it is plentiful to watch. A large tachometer checks engine speed, and there are warning lights and gauges for amps and oil pressure. The front seats, in best German fashion, recline individually at the twist of a knob. And the steering wheel carries a skin of soft vinyl.

## It works

The total effect is that of function. The car looks like it works. And it does work. It works because of things like front and rear stabilizer bars in the suspension and an efficient forced-air ventilation system. It works

because of servo-assisted front disc brakes and dozens of other things, little and big, that help make it a genuine pleasure to drive. It works because, well, it has to, to be the best selling car in Germany.

The price of an Opel Manta Rallye in America is \$3,499.50\*. And should you decide to own one, your Buick-Opel dealer will be more than happy to accommodate you.

\*Manufacturer's Suggested Retail Price, including preparation charges. State and local taxes and transportation charges from Port of Entry, if any, are additional.



## Opel. The best selling car in Germany.







## In Germany, where fuel economy is a must and roads are demanding, the best selling car is Opel.

To be the best selling car in a nation of perfectionists requires extraordinary—even contradictory—abilities.

In a single day's outing, a German car may be called upon to: (a.) negotiate treacherous mountain hairpins (b.) span vast, high-speed Autobahns (c.) endure hours of massive traffic jams and (d.) survive the scrutiny of a people to whom precision is a national heritage.

### **Economy under difficult conditions.**

Yet, despite all this, the German car must be low in price and deliver exceptional fuel mileage. Germans may have a passion for hard driving. But they are also a frugal people. And because gasoline is a dear commodity, fuel economy is an absolute must.

### **Teutonic Exuberance.**

It is in the midst of this difficult, unforgiving environment that Opel outsells all others. Cars like the Manta Luxus, shown at left, are one of the reasons why.

To handle the demands of hairpin turns, rack-and-pinion steering and front and rear stabilizer bars are standard equipment. As well as road wheels and bias-ply tires. For performance, there's a 1.9 litre, 75 bhp, cam-in-head 4-cylinder engine, mated to a 4-speed fully-synchronized transmission. And for the sake of frugality, the Luxus engine uses a single 2-barrel carburetor, and runs on no-lead or low-lead fuel.

### **German, but not Spartan.**

Inside, Manta Luxus carries reclining bucket seats upholstered in real German corduroy as standard equipment. Instrumentation features large black dials with white numerals, set in a wood-grained vinyl fascia. The steering wheel is covered in soft vinyl, and there's even a small warning light that tells when clutch adjustment is needed.

### **Very Affordable.**

See all the new Opels at your Buick-Opel dealer. From the Opel Manta at \$3274.50\* to the Opel Manta Luxus at \$3511.50\*.

Drive one. Those millions of Germans can't be wrong.



\*Manufacturer's suggested retail price, including dealer preparation charges. State and local taxes, optional equipment and transportation charges from Port of Entry, if any, are additional.



## Opel. The best selling car in Germany.

## The Manta/1900 Series Letters

"Opel Owner Reports"

I enjoyed your analysis of the Opel Manta Luxus after 24,000 miles (December 1973), and with few exceptions you could have been describing my own car.

My car was also a 4-speed (mpg average was identical to yours), but with AM/FM (only average) and factory air (very good except on the hottest of days). Because of A/C I didn't notice the ventilation problems you did, and in fact found the independent fresh air vents handy because they will blow cold air at the face while the heater toasts the feet.

I found driving position excellent because I'm short and the Manta is one of the few cars that allows me to depress the clutch from a decent distance from the wheel. Your shoulder-belt comment was appropos - I gave up on it entirely, and also disconnected the silly seatbelt buzzer. I'll do my own thinking if Mr. Nader doesn't mind.

The fabric problem was truly spoken. Mine was ripped the full width of the rear seat top at 9000 miles. Our dealer nodded knowingly and ordered a new piece of cloth. He claims Opel knows about this and that replacements are of an improved material, though they look the same.

Starting has been no problem to me: Pump three times, take hands and feet off everything, turn key - works every time. No trouble with brakes, but the clutch linkage needs lube at every service. But at 9000 miles the service bill was \$6 - wow! "Can't last, can it?" You're right about the tires, though they are very greasy on wet roads - Michelins will replace them soon. The wind noise seems to vary on different cars.

I think the Manta Luxus ought to be available with the silver paint and either blue or burgundy upholstery. (If BMW made a car like this, it would look that way). But outside of that, the car feels properly tight on the road, handles beautifully considering the tires, and provides a combination of economy and performance difficult to match.

Obviously I'm extremely satisfied with my Luxus, even though after my first week of ownership the alternator died one night on a country road and I had to hitch-hike home, and when I got there the cat escaped, and in my haste to catch him I locked myself out, and had to stuff him into the garbage can while I broke into my own house, and this delayed my reporting the car's location to the police and the battery wore down and killed the flashers, so the next day I found the Opel in a police pound with an abandoned-car summons, and then I had to explain all this to a judge ... but that is another story.

Barbara F. of Hopewell, NJ (March, 1974)

## TECHNICAL CORRESPONDENCE

*This tear on the rear seat was a rather serious failure of the luxurious upholstery.*



**Opel Luxus Interior: Fabrics proved less-than-durable**



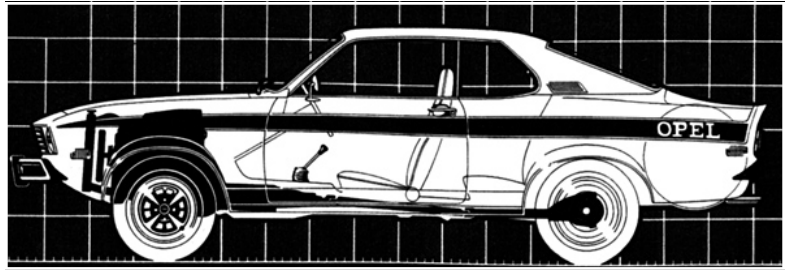
**Opel 1900 Shoulder Belt: Not convenient for reaching radio controls**



## "Fuel Injected 1975 Opel Manta" (Apr 1975)

"A good car has been made better"

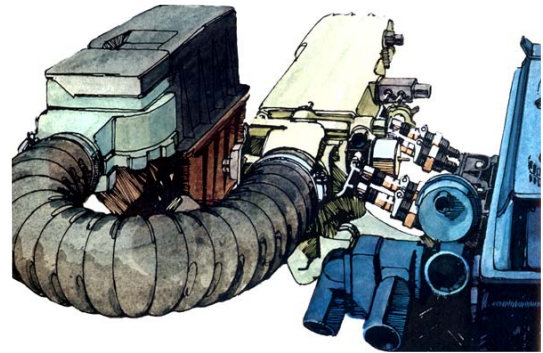
By now, the approach of Road & Track became quite clear. Just after a centerfold ad buy devoted to covering the Bosch L-Jetronic fuel injection system new to the Opel, its writers followed up with a review of the vehicle.



Unfortunately, unlike the original test and illustrations within the ad, the article primarily revisited older reporting. Recalling that the Rally name and 1900 engine were carried over from the Kadett, improvements were noted to prior areas of concern, including the seat belts and interior air ventilation system. Improved swept areas of the larger 1975 brakes were also noted, while limited availability of the tachometer (only in the wagon version) was questioned.

Operation of the fuel injection system was explained, and its reduction in fuel economy along with a slight improvement in power was observed.

A critical point for those considering installing the 1975-style injection system many years later was also brought up: Interestingly, the fuel mileage rating of the carbureted 1971 Opel was about 5 mpg higher! (Other weaknesses of this system include a failure pattern within the air flow meter, which triggers fuel delivery at the injectors by means of its ECU).



Opel 1975 Fuel Injection System (Ad Illustration)

Nevertheless, the article was closed "nice going, Opel."

*Note: This article was reprinted in the May 1990 OMC Blitz*

## "Eight Showroom Stock Sedans" (Aug 1975)

"A Track Comparison Rather Than a Road Comparison"

This test included the Opel 1900 "Ascona" sedan, and the Datsun 710, Chevy Vega GT, Toyota Corolla SR5, Honda Civic CVCC, Audi Fox, VW Scirocco, Ford Pinto 2300.

Buried within the details of this article is revelation of how its conclusions could be entirely misleading. While the Opel received superlative evaluations, the test vehicle was not an actual fuel-injected 1975 that readers could go out and buy at a dealer, but instead a carbureted 1974 that was picked up as a rental !

Of the Opel 1900 it was said:

"This is a perfect example of how those bits and pieces fit together. The Opel wasn't a leader in any of the individual tests, so our logic may at first be a little suspect.

But it was unanimously agreed that the Opel 1900 sedan is the car we would choose to go Showroom Stock Racing in.



The Opel is the easiest car to drive. The steering is quick and precise, the pedals are perfectly placed for heel and toeing, the brakes are good and the transmission a breeze to shift smoothly... Understandably the Opel 1900 has been dominant in the SSS class right from the start. (The slicker Opel Manta was eligible the first year, but ran away with the class so easily it was banned and the boxier 1900 installed in its place). Despite its family-sedan appearance the Opel gets the job done."

# R &T

MISCELLANEOUS  
RAMBLINGS  
BY THE EDITOR

## The End (December 1975)

Just when an Opel GT ("2") made the cover all by itself, General Motors pulled the plug on the German-import Opel brand. R&T blamed the Buick Skyhawk and lamented the cars that Americans could no longer buy.

*So many years later, we can still see this as a turning point, where growing competitors (such as Toyota) no longer had to compete with quality-built small cars from General Motors in the North American markets.*

*Would a 125mph-capable turbocharged Manta B model have been able to recapture buyers (who otherwise would choose between a Celica or BMW 320i, rather than an econobox Chevette)?*

In Europe, Opel continued to innovate and hold a market share, whereas GM soon had to close many plants and scale back its once-dominant US dealer network.



**At Left:**  
Buick Skyhawk

*Due to Opel's withdrawal from U.S. market, new Manta SR unfortunately will not be sold here.*



## You Win a Few and You Lose a Few

WHILE RENAULT is preparing to re-enter the U.S. market with a fanfare of trumpets, Opel seems to be sneaking out the back door with its tail between its legs. This at a time when Opel needs all the business it can get and at a time when the company has just come out with a new Manta and Ascona, each having completely redesigned bodies and refined engineering. European Editor Ron Wakefield has something to say about the matter and his letter reads as follows:

"Opel is giving up the ghost in the North American market after seeing its market dwindle away to practically nothing over the last two years. Probably the Buick Skyhawk dealt the Manta its death blow in America; the sedans and wagons had never been strong sellers.

"Too bad, say I. For one thing, Americans lose access to a European car with definite continental charm and quality at reasonable cost in the context of

today's prices. For another, Opel now joins the long list of Captive Imports Turned Orphan, and those who bought them will undoubtedly suffer spare-parts difficulties and a drop in resale value. Those who own or owned Ford Cortinas, Vauxhalls, Simcas, Plymouth Crickets, Sunbeams and Hillmans know very well what this is all about.

"It was my theory—long since declared to people with Buick—that Buick dealers were the wrong people to sell Opels once they became the outstanding cars they are now. Enthusiasts just don't go to Buick dealers, and when they did they were often steered toward a Big Buick because the dealer didn't make much profit on that Funny Furrin car and the service department didn't like to work on it. Theory confirmed, when a good European car fails in a year when imports are capturing over 20 percent of the American car market."

As a substitute for the Opel, General Motors is expected to bring in the Japanese Isuzu, although it will probably be sold here under the Opel name.



## Rebirth: The Collector Car Era

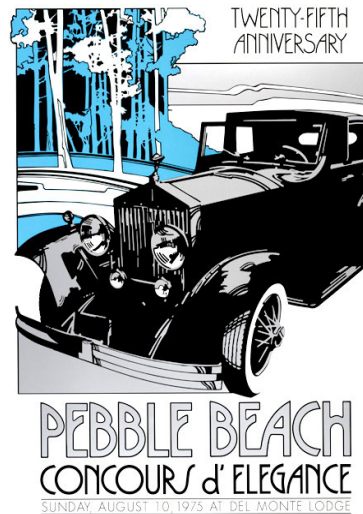
Classic car collection and restoration, a pursuit long-associated with wealth, enjoyed an expansion to broader classes starting about the mid-1970's.

### *10 Years of Progress*

Living with inflation is an everyday affair and surprises few people today, but to see a graphic example of what has happened in the world of automobiles is really incredible. I refer to your "Years Ago" column in the May issue, where it is mentioned that in 1965 a Shelby GT-350 could be purchased for \$4311! Today you can spend \$6000+ for a 1975 Mustang II and have a car that does nothing as well as the GT-350.

Randy LaHote  
Rossford, Ohio

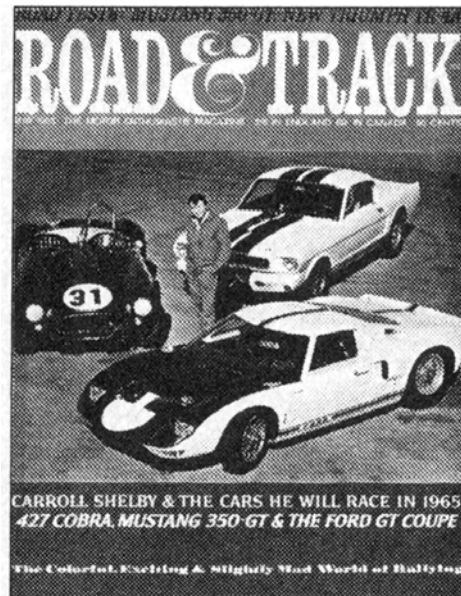
Perhaps the one thing about the magazine that binds both the staff and the readers together is the fact that everyone concerned is an unashamed automobile enthusiast, otherwise you wouldn't be reading the magazine and we wouldn't be putting it out. Admittedly, if you believe what you hear, this is not supposed to be exactly the day and age for unrestrained automotive enthusiasm, but the facts of the matter are that the number of automotive enthusiasts is growing at an ever increasing pace. For proof one only needs to look at the sales of enthusiast cars, the amount of money spent on advertising them, the membership in enthusiast clubs, the attendance at races, the number of magazine pages devoted to automobiles and the volume of parts and accessories sold for the cars, among other things.



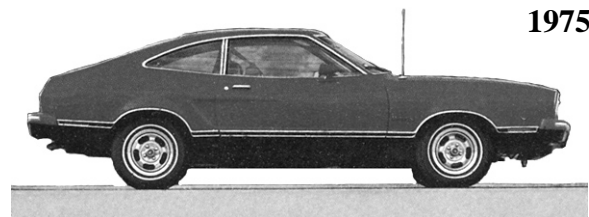
Event Poster  
(1975)



"Forever"  
US Musclicar  
Postage Stamps  
(2012)



1965 !



1975 ?

Mid-1960's 220+H/P Mustangs became collectibles, in part as a reaction to the inferior offerings by new car dealers in 1975, such as the de-tuned Mustang II 130 H/P V8 (designed around a Ford Pinto chassis)

## Pictorials

Like other print media, Road & Track utilized page space for unique graphic displays.

*A couple examples included a look at car "wings" (which were the trend for late-60's "Supercars" like the Plymouth Superbird), with a tip of the hat to its Opel predecessor (1928's RAK-2), as well as looks at other interesting ways to mistreat an auto.*

### "Wings Not New"

When looking at the photos of the British Grand Prix in the October 1968 issue, I was reminded of a car I had seen over 40 years ago.

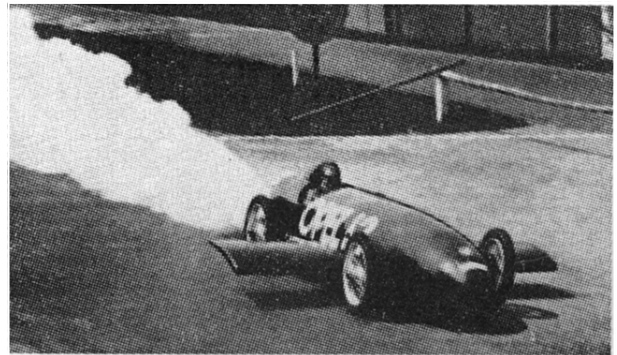
It had even wider wings than the current models of Formula 1 machines, and the enclosed photo will bear me out.

That was a rocket car, driven by Fritz von Opel, in 1927, I think. Built by Sanders, an engineer of note in that field, the car was extensively used for experimental work.

Later such a power unit was built in an airplane, as I recall, but I am not certain just how those tests turned out.

W. Robert N.  
Santa Barbara, CA  
(Letter to the Editor, Feb. 1969)

# A PICTORIAL HISTORY OF RACING CAR WINGS



*The idea of using wings (actually, airfoils of inverted section, negative incidence, or both) to keep a high-speed land vehicle on the ground is at least 40 years old. In 1928 Fritz von Opel drove his Rak 2, powered by 24 Sander-designed rocket engines, at a speed of over 135 mph on the Avus track in Berlin. Large negative-incidence airfoils were fitted behind each front wheel.*

## TO MEET THE STANDARDS

*A sample of what's being done to insure that you can buy the car you want in the U.S.*



*Another extracurricular test: rollover of a 240Z.*



*240Z into the barrier, like the rest.*



*Opel GT after crash into barrier.*



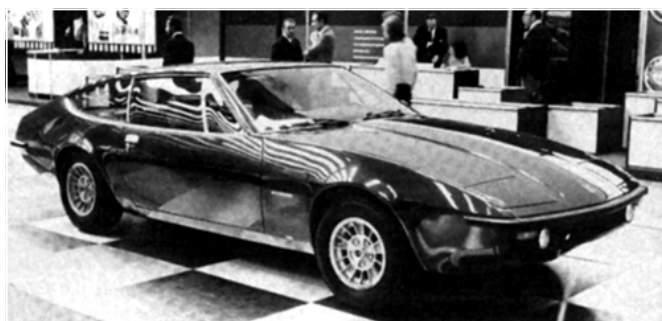
## The “Other” Opels

Road & Track’s coverage extended to Opels and Opel-related prototype/show models, including nameplates that only saw European roads.



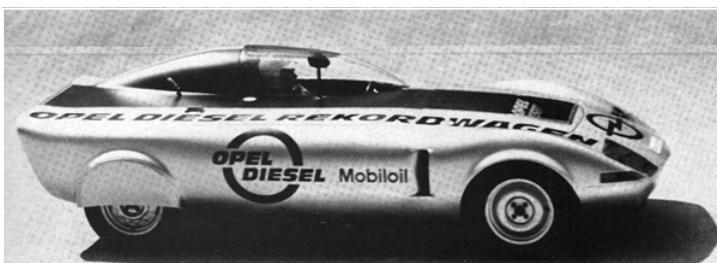
### **“Bizzarrini GT”**

1969 model featured an Opel 1.9 drivetrain: “...the kind of Opel GT that GM should have built in the first place” per R&T 1971



### **“Opel Bitter CD” (Frankfurt show, 1973)**

Built upon chassis of Opel Diplomat V8



### **“Opel GT Diesel Rekordwagen”**

Illustrated in survey of diesels, September 1973 issue



### **“Opel Rekord 2100D”**

Illustrated in survey of diesels, September 1973 issue



### **Original “Manta” by Giugiaro (Turin show, 1968)**

The Manta Name was later purchased by GM for Opel.



### **“Aero GT” design exercise (Frankfurt show, 1969)**

Only 2 Targa-topped Opel GT’s were officially produced.



### **“Opel Commodore GS” (Geneva show, 1972)**

6cyl equipped, road-tested in November 1973 issue.



### **“Opel Diplomat”**

V-8 equipped, road-tested in February 1972 issue.

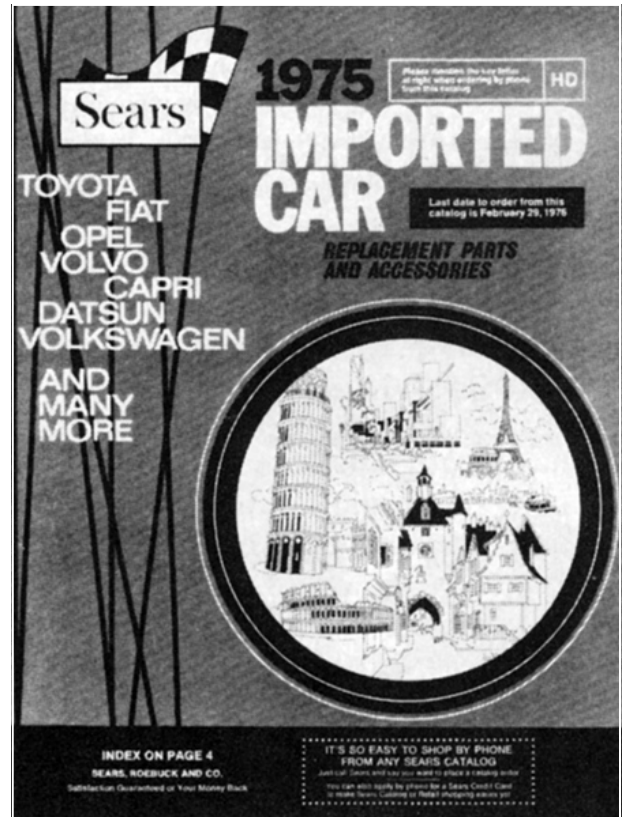
## The Aftermarket (1968-1975)

Part manufacturing and distribution for imported makes became an increasingly-popular area for investment and expansion in the early 1970's.

We often see some of these items on long-stored "barn finds," meaning cars that for some reason were simply parked 30 or more years ago and just left there.

Beyond the dust and dirt (also known as "patina"), there sometime appears some unusual creations from manufacturers and retailers whose names have largely been lost to history.

While photos do pop up occasionally on the Internet, to this day most auto enthusiasts can't identify where they originally came from or how anyone would be motivated to buy them. The following pages attempt to settle some of these still-unresolved questions.



**If you own a:**  
**BMW, Borgward, DKW, Ford**  
**Goggomobile, Goliath**  
**Lloyd, Mercedes, NSU, Opel**  
**Porsche or Volkswagen...**

**then you should know**  
**BECK/ARNLEY**  
**parts & accessories.**



Because Beck/Arnley knows them all, and that's as it should be. Beck/Arnley Corporation is America's largest distributor of foreign car parts and accessories. And since we're Nummer Eins (Number One), we can't afford to know anything less than everything about your German import. Beck/Arnley's European offices work directly with original equipment manufacturers, insuring fast delivery to the Beck/Arnley distribution network. Make it a point to see your Beck/Arnley distributor soon. If you own an import, no matter what its nationality, we speak its language, too. Beck/Arnley Corp. • Long Island, N.Y. Pittsburgh, Pa. • Los Angeles, Calif.



**Beck/Arnley goes a long way to be Nummer Eins.**

America's largest importer and distributor of foreign car parts and accessories





## Intakes (1968-1975)

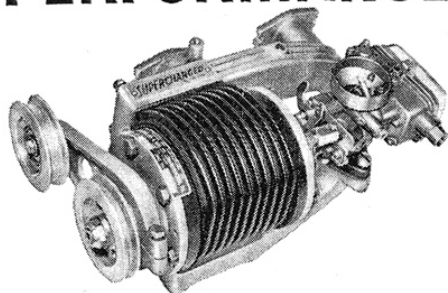
An increasing number of owners of imported cars sought out alternative sources for their parts in the late 1960's—early 1970's.

*One advantage was you weren't limited to what a factory dealer would sell you, and another was unique one-of-a-kind items (sometimes appearing as if they were straight out of an inventors' garage).*



*A fuel pressure regulator, as the cure for vapor lock? Even then, some claims seem overstated.*

## SUPERCHARGE FOR *Real* PERFORMANCE



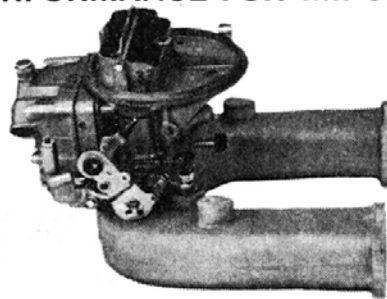
Gives rocket performance... a new thrill in motoring pleasure.

Judson furnishes a complete bolt-on supercharger kit for the VW—Sprite—MG Midget—Volvo—TR3 and TR4.

Write Today For Literature



## PERFORMANCE FOR IMPORTS



Long Ram manifold with Holley 500 C.F.M. carburetor. Increases horsepower up to 25%. Complete kit includes linkage, air cleaner and fuel line. Available now for:  
Opel, GT & Kadett 1.9 .....\$139.50

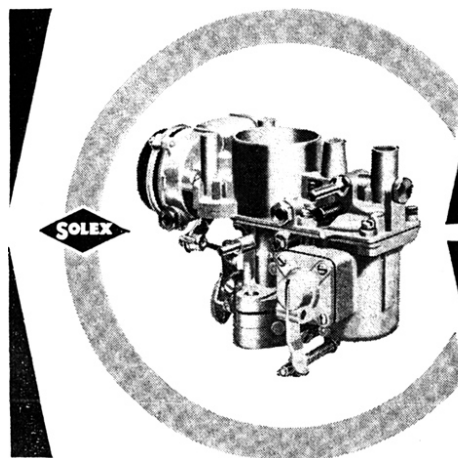
*A good idea? In print, maybe. Reports from Opel owners of the day, indicated because of the perpendicular mount of the carburetor there were issues with fitment, and fuel delivery on the curves. Custom hardware was also required for throttle linkage connections.*

Offenhauser  
DUAL PORT 360°  
INTAKE MANIFOLDS  
for 2 bbl. carb



Only \$69.50 ea.  
Includes Shipping

*A solution? Perhaps. Dual-plane manifolds had long been featured on the hottest engines, such as the "King Kong" 426 Chrysler Hemi. Unfortunately, the above was only configured for imported Asian motors.*



**SOLEX**  
...Carburetor  
Excellence

DEALERS write Arnolt for details



**ARNOLT**  
CORPORATION  
Solex U.S.A.

Dept. 165R

Warsaw, Indiana

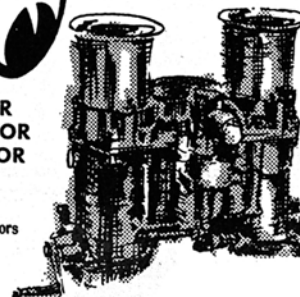
*Other induction options seemed even more adventurous for imports.*

*We don't know of many examples of old-school superchargers or aftermarket dual-downdrafts that are surviving on today's Opels.*



**A WEBER  
CARBURETOR  
DISTRIBUTOR**

ask about the  
Weber/Moon  
set-up for using  
Weber carburetors



## Exhaust (1968-1975)

What goes in must come out, and some aftermarket exhaust part providers added Opels to their lineups.

Stated advantages to freer-flowing exhaust parts included greater power output and higher mileage.

However the older-school design of many of these units left much to be desired. Many were constructed from material that was either not curved properly to clear chassis components, or were rust-prone and too thin, and surviving examples often show dents from installation obstacles or crack-repair welds.

*On the other hand, we can admire the foresight of any Abarth clients who took advantage of its lifetime warranty.*

## Hooker small car Headers

they give without taking away



**B**olt a set of Hooker tuned exhaust headers on your import or mini-car. They'll give you up to 20% more power for passing, for steep hills and for highway speed. And they'll do it without taking away the original gas economy of your small-car engine.

A big claim for sure, but at Hooker we've led the racing and

performance exhaust field for years. Hooker Headers are the leading sellers because they work best.

Our tuned exhaust headers for the leading imports and domestic mini-cars install easily, without special tools. The next time you hit the accelerator, you might catch yourself saying, "I love my Hooker Headers."

## SPORTS CAR PERFORMANCE EQUIPMENT & ACCESSORIES

### OPEL HEADERS

Opel GT .....\$89.95

Opel Kadett ....\$89.95



## ABARTH

Free-Flow EXHAUST SYSTEMS



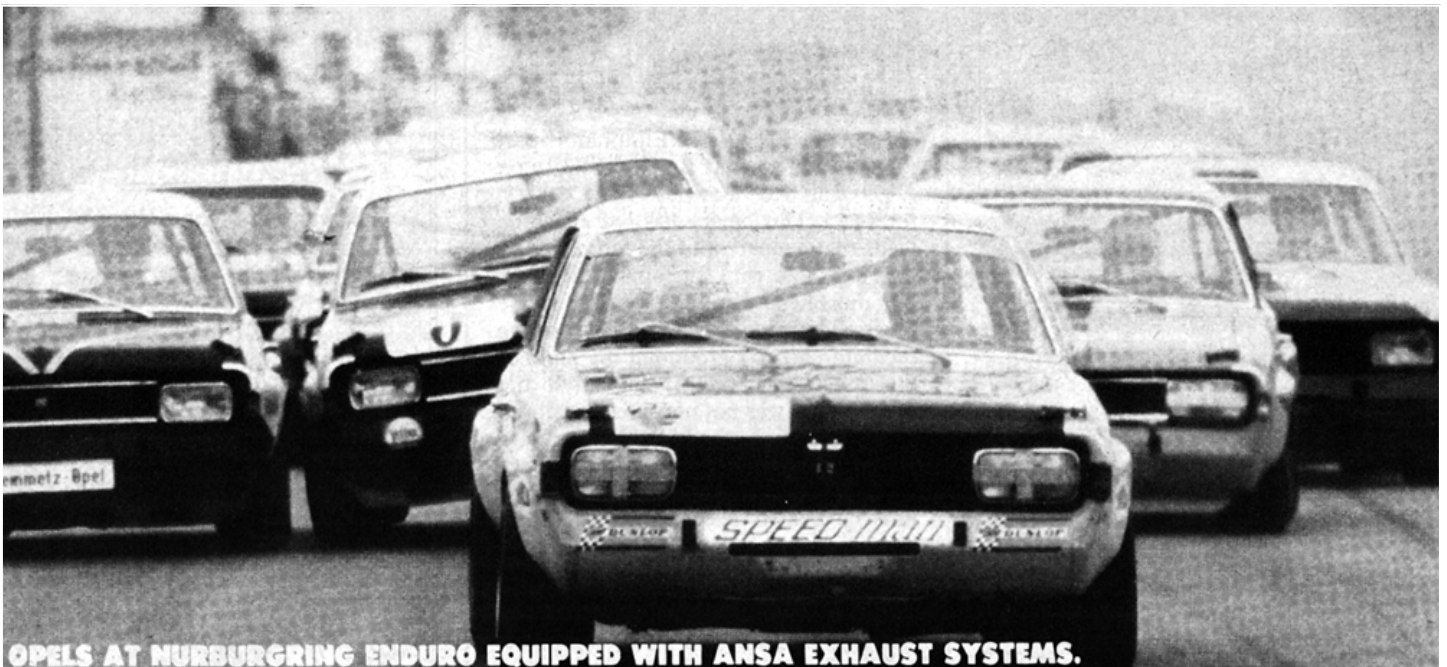
Every Abarth exhaust System is designed for a specific make and model Automobile, and is subjected to rigorous tests and road trials before it is approved for production.

Constructed of 16-gauge steel, seam-welded throughout, with straight through, end-to-end constant pipe diameter and Dual wall construction with long strand Fiberglass core.

We think enough of its quality and durability to Guarantee it to the original purchaser for the life of the car. No other brand does.

**OPEL 1900-GT . . \$114.50**

**OPEL GT AND RALLYE KADETT owners:** mufflers now available. More performance and beautiful Grand Prix sound. \$29.95 postage prepaid. Send check or money order to: Import Mufflers Ltd., 810 Washington Ave., Suite 909, Memphis, Tenn. 38105.



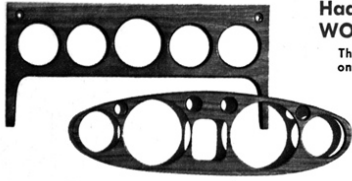
**OPELS AT NURBURGRING ENDURO EQUIPPED WITH ANSA EXHAUST SYSTEMS.**



## Image Items (1968-1975)

Not every aftermarket item was devoted strictly to improved performance.

*Some just were so you could let others know what you drove, what you did in your spare time, or how loud your engine could sound.*



### Haan "DELUXE" WOODASH PANELS

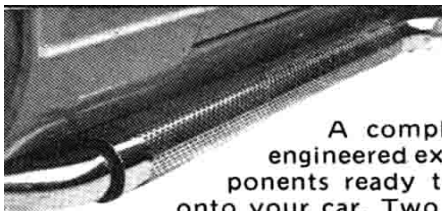
The finest luxury touch, usually seen on only the most expensive cars, can now be added to your car. Solid walnut (1/4" thick) finished with two coats of gloss lacquer. Ready to install with peel and stick adhesive backing.

Opel GT Console 70-72 .....\$11.95  
Opel GT Instrument 70-72 .....\$19.95

## COMPETITION SIDE STRIPES



Alfa-Romeo, B.M.W., Bug, Camaro, Datsun, Fiat, G.T., Honda, Jaguar, Lotus, M.G., Mini, Mustang, Opel, Pinto, Porsche, Sprite, Toyota, Triumph, Vega, Volvo, Opel GT, 240Z Plain (no name)—specify black or white \$12.50 PR.



### SIDE EXITS

A complete kit of engineered exhaust components ready to assemble onto your car. Two 44" mufflers absorb noise, not power. Chrome inlet & exit pipes, chrome muffler trims and all hardware. Set for both sides of car. . . . \$124.50

## CUSTOM SKI RACKS

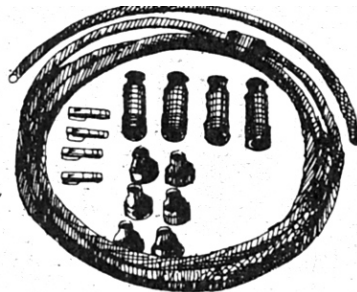
Custom designed to securely carry two pairs of skis. Easily installed without drilling.

Opel GT ... \$33.95



### GERAGHTY DYNO TUNE

40-50% more horsepower, easy to install, includes all parts—instructions.  
4 Cyl. Kits - \$19.95  
6 Cyl. Kits \$24.95  
Datsun, Fiat, MGB, Opel, Pinto, Toyota, Vega



## Other Ads (1968-1975)

What were they thinking??

### Above

*"Dyno-Tune" claimed 40-50% more H/P. R&T's own tests showed later it didn't work*

### Below

*"Curve-Hugger" (Presumably) an automotive product*

- America's best known Publication on Handling
- Stock lists on 293 Front & Rear Anti-Sway Bars
- Roger Huntington's Article Reprint
- Decal
- Technical full-color brochure



**auto world**

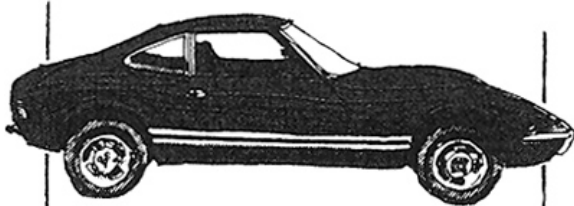
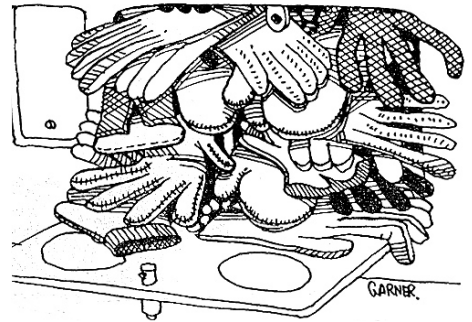


## The Art of Dave Deal

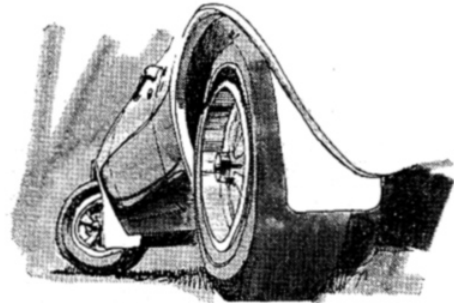
Only recently has the art of an in-house illustrator for the automotive accessories retailer "MG Mitten" started to receive proper notice.

Jason Torchinski in Jalopnik recently revisited the topic of original images by Dave Deal, who drew many ads run in Road & Track for the shop owner Marion Weber from back in the 1960's until their ultimate close in 1987. Mr. Deal, of "Big Deal Art," went on to Pixar later in his career.

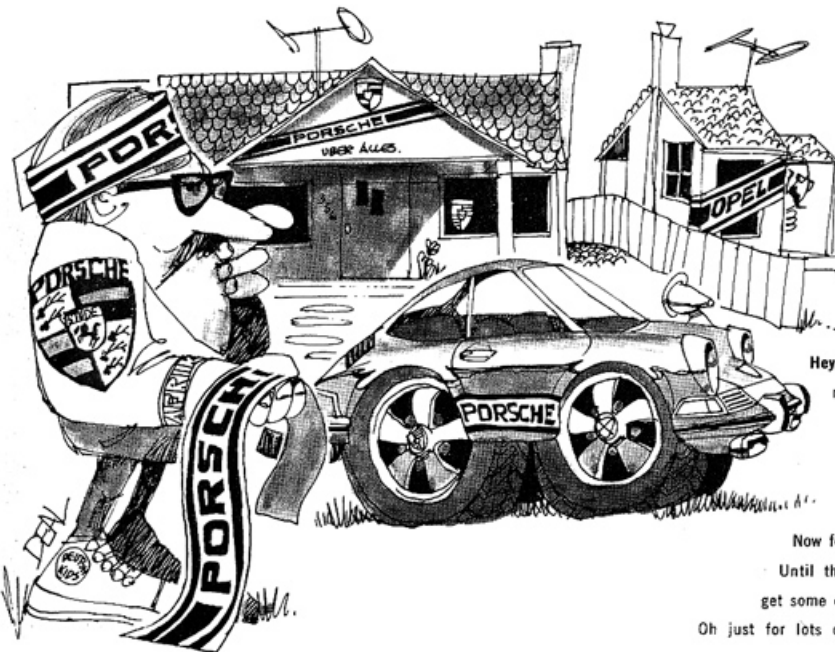
Although he overtly was a Porsche guy, on occasion the Opels also caught his attention. Samplings from MG Mitten's product line, which started with unique gloves and car covers for MG drivers, expanding to racing items and other accessories, appear here as part of our tribute.



**PROTECTIVE TRIM** for your car! End parking lot nicks. Not only is it instant protection, but it is decorative as well. Because of its pressure-sensitive backing, this vinyl encased chrome finished bumper fits all cars—instantly! Easy to install—no tools required, just press it on! Fully guaranteed. Only .....\$14.95



**SPLASH PROTECTOR** for your car's finish is necessary if you have wide tires. (Required by law in places). No more home-made crudities. Here's a professional satin-finish, custom-look shield. with all hardware. Adds much to appearance.



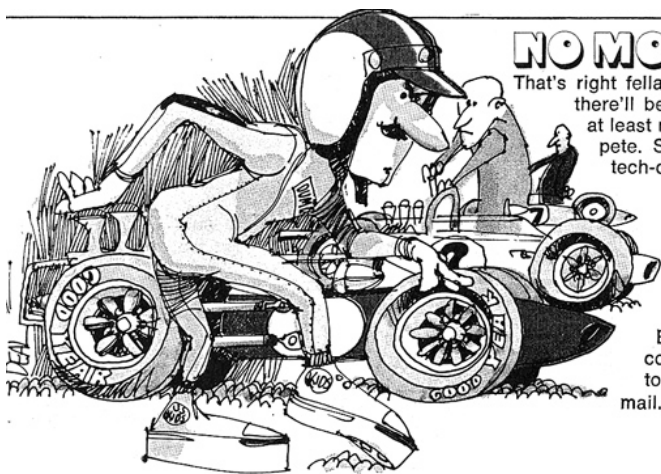
# ADVERTISE

Hey **PORSCHE AND OPEL PEOPLE!** Are you a little paranoid that people don't readily identify you as a **PORSCHE/OPEL** person? That's a bummer. Well, you gotta advertise!! You gotta put that name right out there where everybody can see it, so when they pick up on your Opel GT or 911 or that old 550 spyder, they're gonna say, Hey, there goes some class. Wow!!

Now for the good news. We got a super buy on **PORSCHE & OPEL** side striping kits. Until they are gone, only \$4.95 per set (regularly \$12.50 per). This means you can get some extra sets for your house, your Ford station wagon, and for making arm bands.

Oh just for lots of uses. Anyway, don't pass up this great bargain, buy now, buy several.



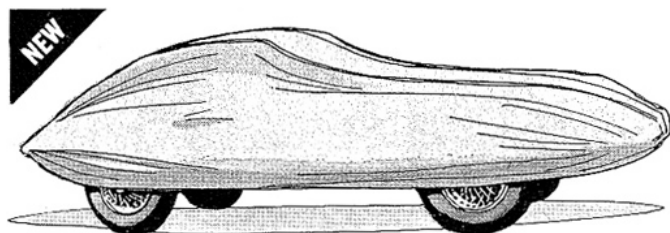


## NO MORE SNEAKERS

That's right fella, the ol' S.C.C.A. has made it clear there'll be no more sneakers around the pits, at least not on any driver that intends to compete. So if you have eyes to get through tech-check with them ragged old tennis, forget it! The S.C.C.A. stipulates that driving shoes must be approved, leather type, that also excludes your old combat boots. Do not dismay, however, if you will look below about an inch you will find the answer under the heading **RACING BOOTS**. So just fill out the handy coupon on the next page, and mail it today. I'll get them to you by return mail. Love, Marion.



**SCORPION** is a prestige jacket by DeWan for the world of Speed. Made of cotton/rayon blend. Beautifully made and perfect fit in all sizes. Absolutely hand washable. Has matching stripes, elastic at wrists and pull cord at waist, a long zipper in front and deep comfortable slashed pockets. **COLORS:** Red, Blue, Green; Black with White Stripes. Very distinctive. **SIZES:** X-Small, Small, Medium, Large, X-Large ..... **\$17.95**



## BLUE MAX... CAR COVER EXTRAORDINAIRE!

MG Mitten originated the tailored car cover 17 years ago (that's how we got our name—making "mittens" for MG's). Ever since, we've led the industry in cover construction and fabric development.

Our latest innovation is the **BLUE MAX**, a beautiful new fabric with super-soft flannel lining. It's like wrapping your car in a giant polishing cloth.

MG Mitten covers fit neatly & easily, protect against sun, dust, soot, smog, birds, leaves, & dampness. Double-sewn seams, elastic hems. Available in 3 attractive fabrics:

**DURICON** is sturdy cotton drill, permanently water repellent, mildew-resistant, machine washable. Mist green color.

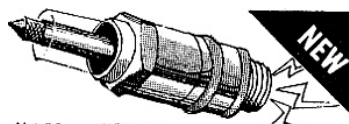
**BLUE MAX** has same features as Duricon plus soft flannel lining for maximum protection of car's finish. Sky blue color.

**GOLDEN MINK** is sturdy cotton drill coated with DuPont Hypalon. Permanently waterproof. Russet gold color.

SPECIFY MAKE, YEAR, MODEL, BODY STYLE & FABRIC.

Alfa Sprint, Porsche, Toyota, VW, Datsun Sedan, Opel Sport Coupe

Duricon	Blue Max, Gold Mink
\$27.50 ppd	\$36.95 ppd



## "COLORTUNE" CARBURETOR TUNING DEVICE

Revolutionary glass-topped spark plug lets you observe the actual combustion process, use the combustion flame color to adjust carb(s) for maximum performance, economy. SPECIFY MAKE OF CAR.

**\$19.95 ppd**

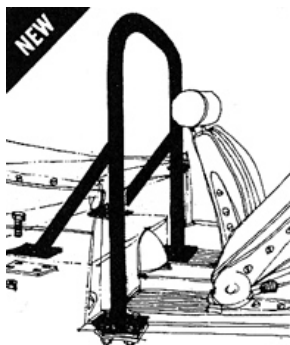


**SIMICHROME SUPER POLISH** — The most universal application polish you will find anywhere. Polishes all types of metal from stainless steel to pewter & brass. Does an amazing job on plexiglass, old coins, gold and silver. Just the thing to bring those scratched side curtains and convertible windows back to life. Satisfaction guaranteed or your money back. Handy tube or 8 ounce can.

Simichrome Tube ..... **\$1.00 each**



**MOTIF** bugles will be a notable adjunct to any car. Five-trumpet model plays "La Cucuaracha" or "Col. Bogey" or can be sounded in one awe-inspiring blast. Complete with compressor..... **\$55.00 ppd.**

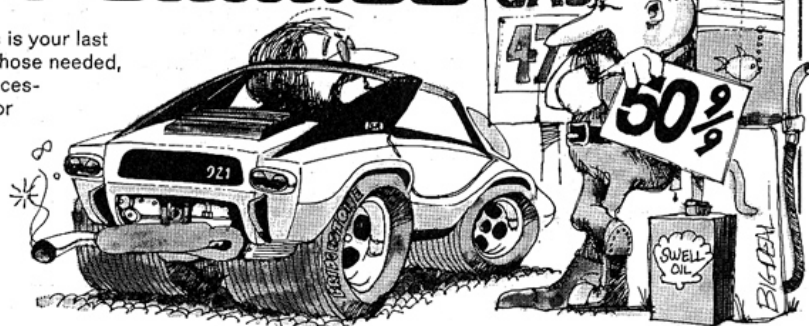


## HOBRECHT "ROLL-SAFE" ROLL BARS

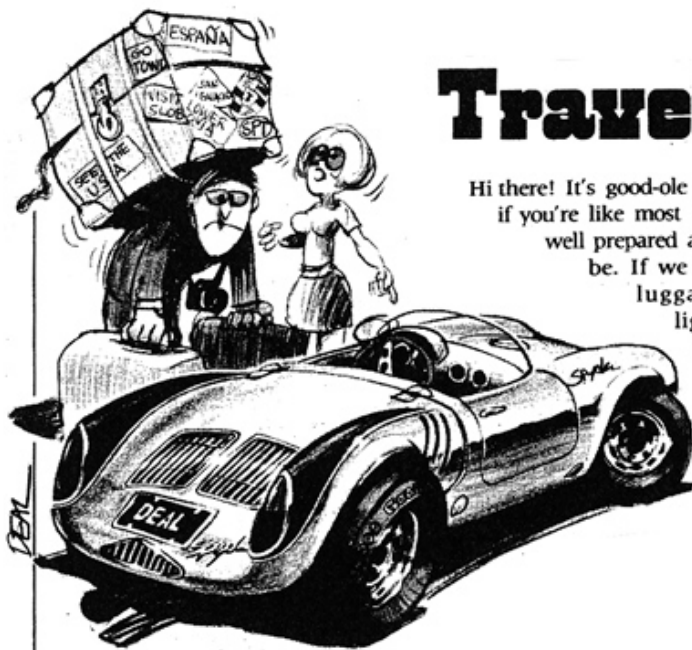
Full width, completely assembled & ready to install, with all necessary hardware and instructions. Mandrel-bent 1 3/4" x .125" 1010 steel tubing. All joints Heli-Arc welded on precision fixtures. Multi-coated black lacquer finish. Competition models have extra cross brace, exceed SCCA specs. SPECIFY MAKE, YEAR, MODEL, BODY STYLE & STREET OR COMPETITION BAR.

# LAST CHANCE

HI THERE. This is your last chance to get those needed, and wanted accessories for you or your car at 1971 prices. Next month will see overall price increases, including, car covers, as much as we hate it, rising costs are forcing it. So we are holding out one last month to give you this opportunity. Our new 100 page catalog will be coming to you in April (or there-about). You can save now, so order today.



Love, Marion



# Traveling?

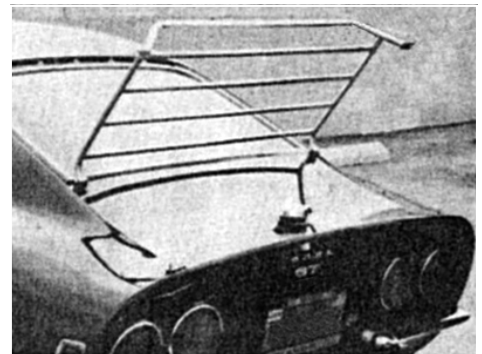
Hi there! It's good-ole trip time again, and if you're like most of us, you aren't as well prepared as you would like to be. If we can help you with luggage racks, driving lights, tie-downs and straps, or whatever, just drop a line or stop by the shop. We'll try to make your trip a pleasant one. Love Marion



*"Scooby Doo" titles: Marketing of 1969*

## Opel Luggage Racks

For those planning a road trip in a classic Opel such as the GT, a luggage rack and travel accessories seems like a good option. Admirers of Opel add-ons still occasionally also inquire about the availability of this accessory. However, even the best design (a model supplied by AMCO) had its pros and cons. While their GT units were attractive and sturdy, they interfered with body styling from the sides and rear, they required drilling of holes in the rear deck sheet metal, and the hinged top had to be lifted and held out of the way every time you refilled the car with gas.



## Amco racks up a new high in travel

If travel is your thing, carry it off in style with an Amco luggage rack! Custom designed, each Amco rack is made specially for its own particular car or station wagon for perfect fit and appearance.

Crafted of finest quality heavy gauge steel tubing, with rugged die-cast pillars at each corner, Amco racks are finished in heavy chrome plate and feature black accent stripes on side rails and roof strips. All mounting hardware is stainless steel. Partially assembled for easy installation.



**amco**

Hollywood, California 91605





## Stereo

If the overwhelming drone (described of an Opel Kadett engine) couldn't be avoided, there were choices in advanced playback equipment available for just about any car. Could anything truly be better, than the Strawberry Alarm Clock, from an 8-track tape?

### Powerplay at work... producing the most powerful, purest sound.

Craig's Powerplay™ gives you several times the output of conventional car stereo players. The red light tells you all about it. Turns on when you're using our higher power range. Pulsates in the tempo of the sound. Reminds you you're enjoying greater sound volume with lower distortion.

To be sure you reach peak performance and reliability, use only Craig Powerplay Speakers. They are specifically designed for the high power levels produced by the Powerplay Players.

Hear the light—see your Craig dealer.



**CRAIG  
POWERPLAY™  
CAR STEREO**

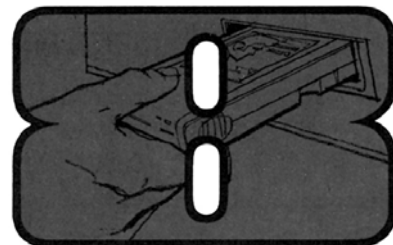
Craig Corporation, 921 W. Artesia Blvd., Compton, California 90220

**FOR  
YOUR  
CAR!**



Choose your

## STEREO



## TAPE CARTRIDGES

# What's it like inside a stereo speaker system at 60 mph?

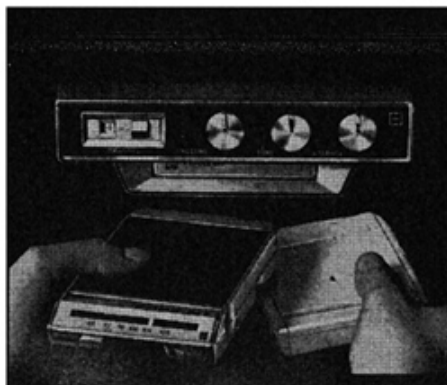
Like nothing you've ever heard before. Including that expensive stereo multiplex system sitting in your living room. It's literally like driving inside a speaker enclosure. Because that's exactly what your car becomes. A music chamber that moves. Psychedelic sound in the round. And it happens the instant you snap a tape cartridge into Panasonic's new Car Stereo System.

Snap!... And you've got a car full of The Fifth Dimension. Snap!... And you're riding with The Strawberry Alarm Clock. And since Panasonic's tape player is transistorized Solid State throughout, you can drive it in a demolition derby without a waver in the sound signal.

Every eight-track cartridge gives you up to an hour and twenty minutes of music, undisturbed by tunnels, tall buildings, or station identification. And since almost every major recording label

is doing the tape thing, too, you can carry a whole library of the latest and greatest right in your glove compartment.

And right beside the tape cartridges,



is another package. Same size. Same shape. Only it does a whole different thing. Snap it in the tape deck. And what comes out is the greatest stereo FM sound you ever heard. It's a tiny FM pack that turns your car into one big radio.

Or... snap... in goes an AM pack. And out comes the news, weather, or last of the sixth.

It's The System. And it installs in almost any year or make of car. (Including the ever-popular Edsel.) So when you decide to trade your old car in, it's no trouble to take this stereo system out. Which can save you cash on your next car, even if it's factory fresh.

So drive over to any sound specialist we permit to carry the Panasonic line. We're the world's leading manufacturer of tape recorders, so we not only know how to put them together, but how and where they get installed. And once you have a Panasonic Stereo System in your car, we think you'll agree... it's a trip in itself.

**PANASONIC®**  
200 Park Avenue New York 10017

## **Classic Wheels (I.D. Guide)**

Classic-style aftermarket wheels have long been a subject of curiosity, as they're now seen on "barn finds," online auctions, and at vintage car shows. Numerous brands and styles were offered for sale decades ago, but now shoppers searching for a certain "look" or just a spare rim (to complete a set) are challenged by a need to describe their style starting with words alone.

Many of the more familiar manufacturer's names were associated with V8/Musclecar "hot rods," and offered limited inventory (if any at all) for imported makes.

So to help resolve this obstacle, a collection of period-correct wheels, along with names of many of those models and their sources, was compiled here.

Locating some of these wheels can be as simple as searching online. But before laying out any cash, it's also important (and critical) to learn about variables that will make the difference between success and failure.

**Lug Count:** Classic Opels will only bolt-on 4-lug style wheels. In some cases 5-lug wheels are imaged here to illustrate wheel styles, because 4-lug versions were not presented in many original ads.

**Wheel Sizes:** Most wheels offered for the Opel were 5 1/2" x 13," and shared a 4x100 bolt pattern with other vehicles such as VW or Toyota, but that information alone is not enough to guarantee a correct fit. Be aware that tire fitment will range from 165/13 or 185/13 to 205/13, in contrast to currently popular trends of running 15-inch or larger sizes.

**Wheel Offsets:** Classic Opels require model-specific offsets so that tires are able to pivot completely between the inner subframe and the fender lip in front, and to fit the tire completely within the fender lip of the rear. *This is a critical safety issue which goes beyond mere appearance, as an obstruction which limits your turning radius or affects the response of the "live axle" Opel rear suspension design, can cause a collision (or worse)!*

Unfortunately, additional information such as model numbers sufficient to identify between offsets for the GT, Kadett, or Manta/1900 series, did not appear in old advertisements, (and "salesmen" types nowadays don't always know, or may not adequately disclose this, prior to haggling you for your hard-earned cash).

**Weight:** Opels are sensitive to weight at the wheels, and any increase above the ~14lb. stock rims will penalize a buyer with harshness on the road. More elaborate old-school styles (like those made of chromed steel) may look nicer to the eye, but newer wheels made from more advanced alloys, are more likely to provide a superior road feel.

*Other variables, such as a plethora of "knock-off" designs which appeared after the mid-1970's, also apply to this topic. These wheels are better known by "generic" terms, such as "dish mag," "slot mag," etc., and were mass-marketed for Asian imports like Toyota's. There was even a wheel named "original equipment," although it was not from the actual factory and didn't resemble any original wheels styles.*

**So the following information is best used as only a starting point for a search.**



### **"GT Wheel" Mark I**

*Featured by BapGeon in 1971*



### **Wheel Display Ads**

*Stylized Layout, 1968 (EMPI)*



## Classic Wheels: Models & Manufacturers

A review of display ads identified these model and manufacturer names, as having offered aftermarket wheels for classic Opels from 1968 through 1975\*\*

American Racing Wheels (Libre Series)

Ansen Auto Products

Astrali Aluminum Mags

Astralite Mags

ATS

BBS-Mahle

BMW (Alpina-type)

Borrani

British American Tyre

BWA Alloys

California 500 Mag

Campagnolo Elektron Wheels

Chassis Research

Cosmic Road Wheels

Cragar Industries

Cromodora

Daytona (OZ, SAF)

F.A.B. Mags

GT Polished Mags

GT Wheels, Mark I & II

Minilite Sport

Original Equipment

Rich Wheels

Rocket Wheels,

Sain Lightweight

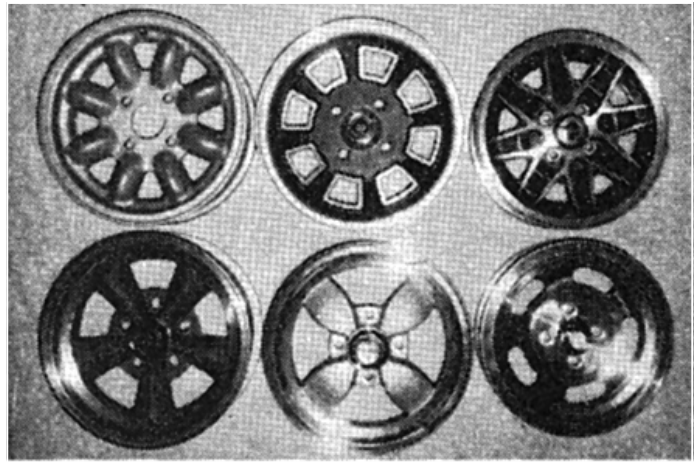
Speedway Mags

Superdrag I

Superior Wheels

*\*\*Always verify  
offset and fitment  
prior to purchase.*

*\*\*Some images and layouts  
are enhanced here, for clarity*



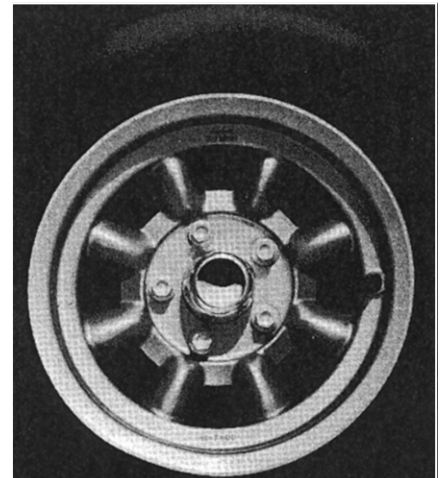
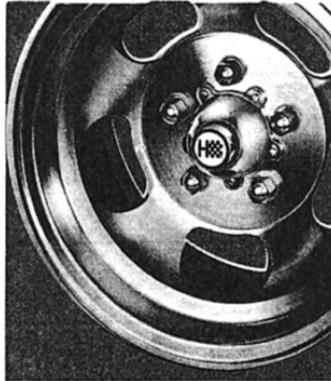
Wheels for racing or road. Aluminum, steel, magnesium, wire, any size, any car. Quality manufacturers — American, Minilite, Dunlop, Ansen, GT, Cragar, ET, Trans-Am, AP, Cosmic. Low prices, 13 x 5½-\$34, 15 x 6-\$40. Specializing in foreign cars. Also wire wheel repairing.

Send 10¢ for catalog

**WESTERN OHIO WHEELS**

### NOW—As only Shelby can make it! THE "CALIFORNIA 500"

... one piece cast aluminum dish mag wheel available in 14x7, 15x7, 15x8½, and specially for the imports 13x5½ and 15x5½. Fits all disc brakes without the use of spacers or adaptors. All sizes except 13x5½ are available in lug patterns for GM, Ford, Chrysler and Am. Motors cars. The 15x7, 15x8½ available for 4 lug VWs. The 13x5½ wheel is available in lug patterns for Toyota, Datsun, Fiat, MG, Cortina, Spitfire, Opel, Sprite, 4 lug VW, BMW, Vega, Pinto. 15x5½ is available for A.H. 100-6/3000, MGA, Porsche (all), TR2 thru TR6, Volvo and all 5 lug VWs. Wheels come with lug nuts and dust covers .....\$44.95 (Specify make, model and year of car, and wheel size desired.) Shipped Freight Collect.



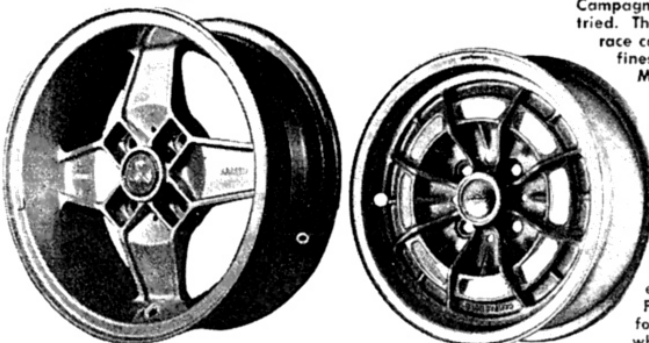
**minilite®**

**sport 13" x 5"** to fit:

BMW 2002	Mazda
Capri	MG Midget
Colt	Opel
Cricket	Pinto
Datsun Sedan	Toyota Sedan
Fiat 850, 124, 128	Triumph Spitfire & GT6+
Lotus (bolt-on only)	

New reduced price for 1973:  
\$180 per set of 4 including  
lug nuts and hub caps.

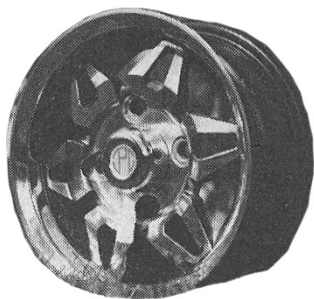
*Campagnolo*



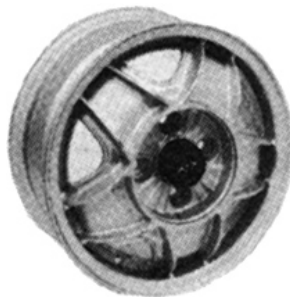
Campagnolo wheels aren't really new or untried. They've been used on World Champion race cars, and by constructors of the world's finest pleasure automobiles (Ferrari, Abarth, Maserati, etc.) for many years. These wheels are subjected to the most exacting tests in the wheel business. At the Campagnolo factory, I learned that, secretly, these wheels had been tested (one of the most severe wheel tests to date) by the German state-owned testing agency, TÜV. All Campagnolo wheels are made of the same Elektron (magnesium) alloy, regardless of intended use, and Campagnolo was rated highest in the TÜV tests. 5½ x 13", all FIATS, \$62.50; 6 x 13", \$68.50; also for OPEL, FORD, BMW, 6 x 13", \$68.50; wheel catalog, 50¢ (no checks).



Astrali



Astralite



ATS

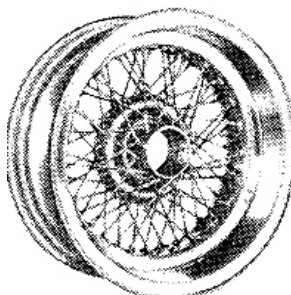
Aftermarket  
Wheels  
Styles installed  
on the Opel  
1968-1975\*\*



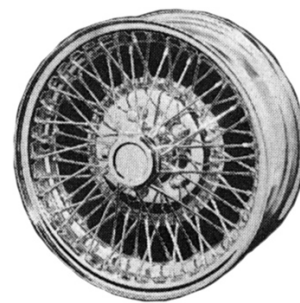
BBS-Mahle



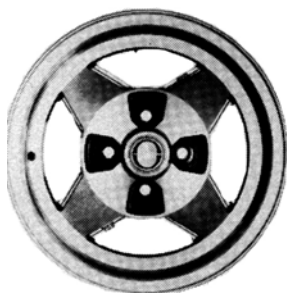
BMW/Alpina



Borrani



British-American



BWA Sportstar



Cannon



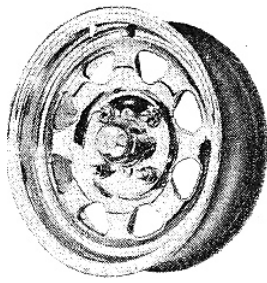
Cosmic



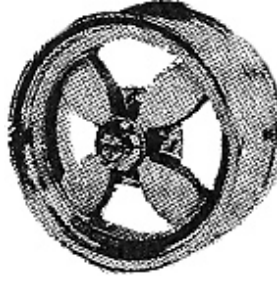
Cragar (4-spoke)



FAB



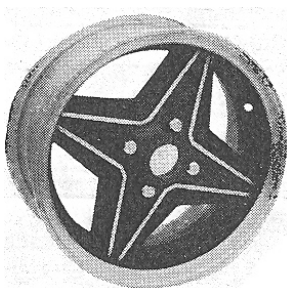
GT Mag



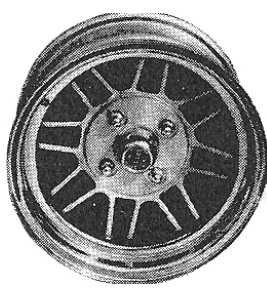
Libre (American Racing)



Minilite



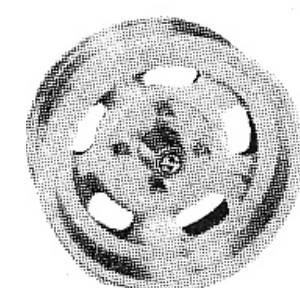
Rich



Rich



SAIN



Superdrag I



## Understanding the Digital Blitz (“E-Blitz”)

An OMC officer expressed interest in a written explanation of how OMC’s goals for the future could be better achieved, with member approval of the option for conversion to a Digital Blitz/E-Blitz.

This plan started with the observation that about 90% of OMC members now use e-mail\*\* meaning only a handful rely exclusively on postal mail.

Technical capabilities have also been upgraded, so that Blitz publication can now be done through OMC's website, where color-filled documents can be downloaded at any time. *(A sample prototype can be seen online, at [www.opelclub.com](http://www.opelclub.com)).*

Print publication and online shopping functions have also evolved, so that a click-button "pay here for a print copy" function can be developed, for those who want a hard copy.

### Advantages of this plan include:

- (1) A cost to OMC of about \$120 per year, or about 2% of current spending, compared with the several thousands of member dollars now spent outside the club with MagCloud.
- (2) OMC's treasury would no longer be affected by current or future inflation in costs for postage, printing and packaging.
- (3) OMC could fulfill its stated mission of operating indefinitely, without the expense or hassle of continuing to deal directly with print.
- (4) Membership, within one year, would be voluntary and FREE!
- (5) Administrative work would be cut by 90% while at the same time the club would have a greater capacity for growth.
- (6) OMC would retain its hard-earned dollars and all the intellectual property rights to the many article contributions it has received from its members in its 35-year history.
- (7) OMC could avoid current issues of increased expense and waste, and related conflicts and division, and avoid the more difficult option of increasing membership by asking persons who receive information for free online, to pay to join OMC.
- (8) OMC would be in a stronger position to defend its independence, legacy and integrity, when interacting with outside interests like rival clubs, product/service marketers, and social media groups. A strong OMC would reserve the right to simply say "no" to anything not in our best interest, such as requests for free advertising for commercial products or services.

*\*\*Includes some member email addresses not on OMC’s database*



**Same “Old School”  
OMC Blitz quality**

***Just delivered by a new method***



### Above

Digital icons represent available web development tools, now in use by many other online publishers, that can result in a savings of 98% of the printing budget of OMC.

*Adoption of this option will result in a stronger OMC, that can be less reliant on appeals to external groups (who may not share OMC's goals).*

**This proposal is reprinted here, as an explanation of the concept of “Digital Prototype” E-Blitz issues (via OMC’s official website at [www.opelclub.com](http://www.opelclub.com))**

## **Archival Notes**

This issue was compiled in accordance with generally accepted “fair use” exceptions to reservations held under copyright terms, including those applicable to sampling for critical evaluations.

Naturally, direct permission would have been preferable, but to help readers understand why this option was chosen, we close with another sampling. Here, you can view verbatim some of the more onerous restrictions that are often encountered when requesting access and reprint rights for materials held in special archives.

## **Special Collections & University Archives**

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For materials found in our rare book collections, photocopy requests must include:

- the title of the item
- the call number of the item
- the page number(s).

For manuscript or archival materials, photocopy requests must include:

- the name of the collection
- the collection call number
- the series, box, and folder number in which the selected materials are housed (if applicable)

Failure to provide such information can slow down the photocopy request process, and can, on occasion, prevent the request from being honored altogether. Due to the fragile and/or unique nature of the materials, all photocopying is done by departmental staff.

*(Note: Readers can contrast this with OMC's policies: We are not nearly so restrictive!)*



**Green Library  
Stanford University**



## The Competition

While we focus on Opels and Opel-related topics, it's important to not forget that other vehicle makes and messages dominated automotive print media of the time.

While page space in this issue prevents a full accounting of the peak era of automotive advertising, we should not overlook that fact that some of the ads are beyond stunning, and as such are also worthy of note.



"Forward Motion"

©Peter Max Enterprises, Inc.

**New Datsun 1200 Sport Coupe.**  
**An original portrait by Peter Max.**

**Dodge** CHRYSLER

**Our Plum Crazy Challenger R/T Is No Shrinking Violet.**

No way is 1970's all-new, high-performance car going to go unnoticed. Not with a mean 383 Magnum V8. Nor with an optional choice of engines, all the way up to the "Haulin' Hemi." Nor with that super-purple paint job—one of the new high-impact colors\* for the Dodge Scat Pack. Challenger R/T comes with all the other going goodies, too: 3-on-the-floor full-synchro manual transmission • Rallye Suspension (includes front torsion bars for extra-stable handling) • Rallye Instrument Cluster • HD drum-type brakes • Wide-tread tires • New longitudinal stripe or popular bumblebee stripe. 1970 Plum Crazy Challenger R/T. Be the first in your crowd to drive the Dodge Super Grape.

\*Optional, at extra cost.

*Dodge Scat Pack... the cars with the Bumblebee stripes*



## Postscript:

### Ad Styling from the Musclegar Era

Readership surveys by Road & Track would evidence that subscribers were overwhelmingly males who had an interest in, and appreciated technical aspects of, cars.

Ad space was in large measure filled with the latest offerings from Ford, Chrysler, General Motors (plus a few imports mixed in for good measure). They featured tasteful presentations, that reflected availability of substantial expense accounts.

In contrast, auto parts, in and of themselves, were for the most part constructed for function rather than for appearance, and assistance was needed to stand out from the monied crowd.

So photographers and layout artists crossed-over styles and techniques from fashion/glamour ads for their clients who bought space in automotive journals.

You can judge for yourself, what other influences they used.



**Give someone you like a soft touch.**

SPORTGRIP makes a great little gift because it actually has the rich feel and look of cushioned leather. But, because it's the only steering wheel cover made of Porotherm, it won't ever stiffen, crack, or dry out. Whether the weather is cold or hot, SPORTGRIP is always a soft touch.

SPORTGRIP goes on almost any steering wheel easily, comes in several colors, and adds a snappy custom look to any car. You'll find SPORTGRIP in the Automotive Department of your favorite department, discount, catalog or auto accessory store.

This holiday season give a SPORTGRIP to someone you like. Chances are, you'll want one for yourself, too.



**SUPERIOR INDUSTRIES**  
14721 Keswick Street  
Van Nuys, California 91405

### Caution:

*Sensitive viewers,  
may choose not to view  
the following pages*



**"Come join the  
Muntz car stereo  
turn-on... Lover!"**

**MUNTZ STEREO-PAK**  
NOT AFFILIATED WITH MUNTZ INC.

THE ORIGINATORS OF THE CARTRIDGE SYSTEM  
7745 DENSMORE AVENUE • VAN NUYS, CALIFORNIA 91406  
(213) 989-5000



**Put your foot down for FUN**

**Sweet Bippies**

Mad, mad, mad! Rand's Sweet Bippies. Comic casuals in non-conformist sueded. With multi-colors that wander all over the place. Your pick of patches, bulbous noses and sort of crepe-y heels. Absolutely nothing sane about them. Put your foot down for fun. Rand Sweet Bippies.

**Put your foot down for RAND.**

Most styles \$16 to \$22



INTERNATIONAL SHOE CO., ST. LOUIS



# BAP/GEON gives you the shirt off her back

get this groovy  
T-shirt\* FREE

with \$10 retail purchase  
at participating Bap/Geon dealers  
(offer expires Dec. 31, 1972)

\*\$3 value





# high performance parts

- 
- A Intake manifold  
B Bosch Screamer kit  
C High lift camshaft  
D Deano shifter  
E Holley-bug spray carburetor  
F Weber carburetors  
G Big bore piston and liner kits  
H High capacity oil pump  
I Extractor



West of Mississippi: BAP/GEON P.O. Box 5000, Compton, Calif. 90221 • East of Mississippi: BAP/GEON P.O. Box 2000, Woodbury, N.Y. 11797